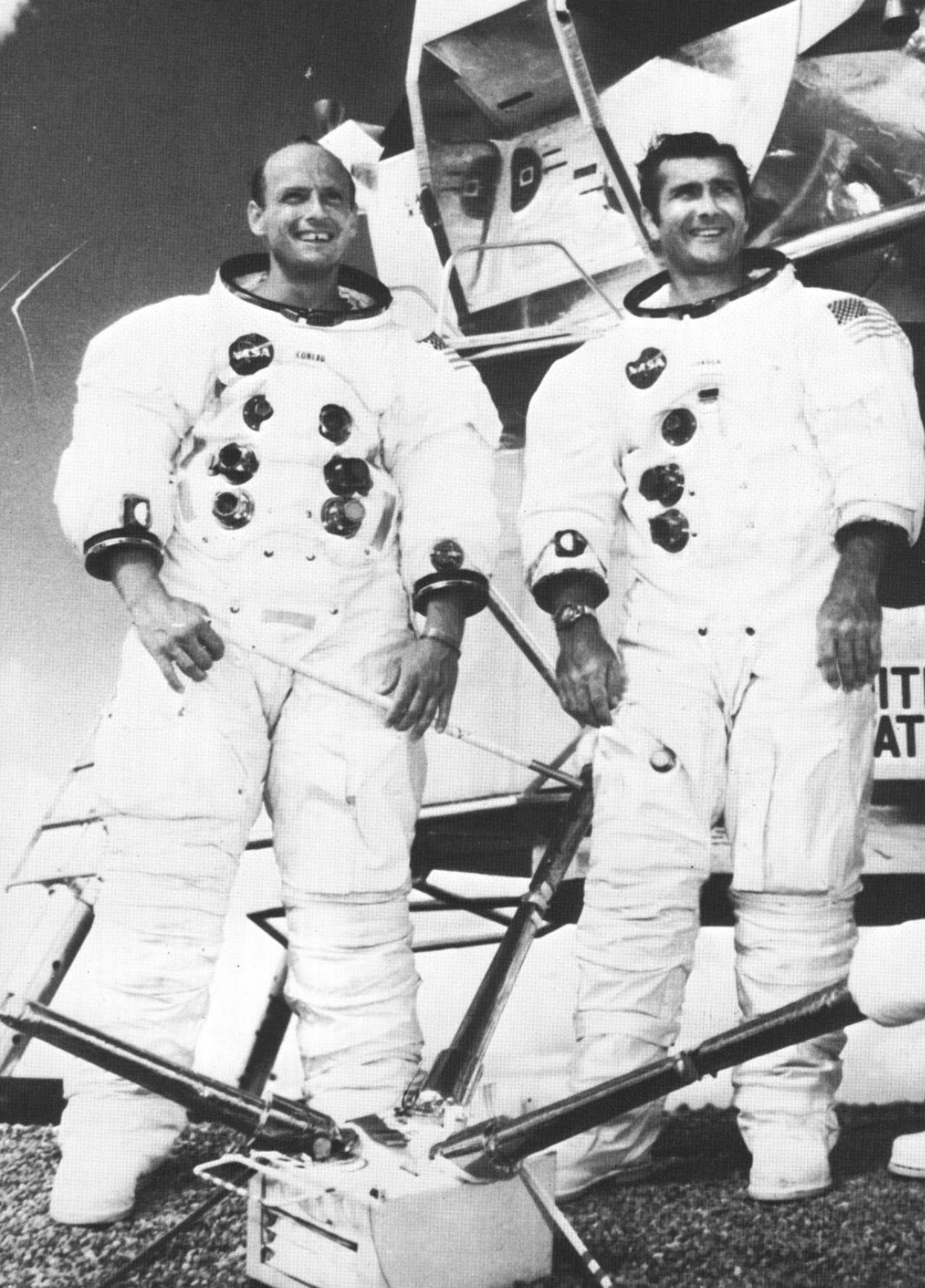


ALL HANDS



DECEMBER 1969
in this issue: SEAVEY







ALL HANDS

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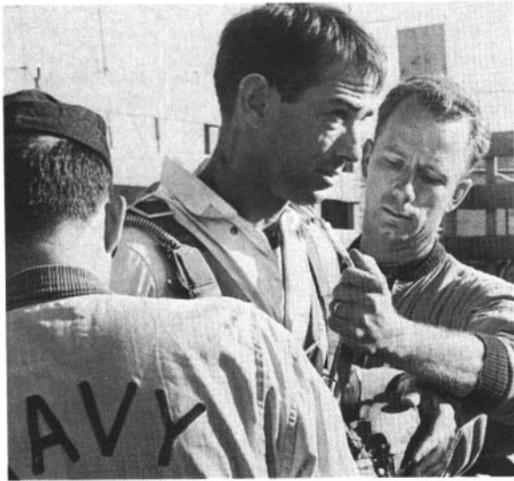
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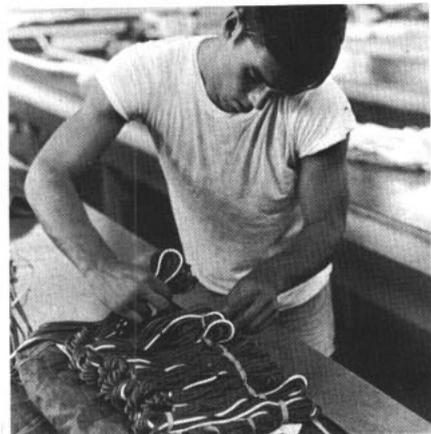
Reserve

* **FRONT COVER: LINE NUMBER ONE**—ALL HANDS staff artist Mike Tuffli created the front cover drawing, adapting it from a photo by PH1 Charles Jarvelo, USN. It shows SN Ben Mullins placing a line around a bollard as a ship draws into port at Newport, R. I., Naval Base.

* **AT LEFT: A SALUTE** to the Apollo 12 astronauts, (from left), CDR Charles Conrad, Jr., CDR Richard F. Gordon, Jr., and CDR Alan L. Bean.



Photos in column at left: (1) Trainees don their main parachutes in preparation for qualifying jump. (2) Students practice exiting aircraft using mockup of C-117. (3) Each jumper receives two equipment checks before boarding aircraft. Above: Walker McCraw radios instructions to student attempting landing in drop zone. Below: All parachuting students learn packing process.





Those Daring Young Men in Their **FLOATING MACHINES**

A RCH IS KING!

This statement is firmly fixed in the minds of instructors and students of the Naval Parachute Course I (basic Class C) at the Naval Air Technical Training Center, Lakehurst, N. J.

The parachuting course was created to teach professional parachuting methods to Navy personnel attached to commands requiring a parachuting capability to perform their mission. For example underwater demolition teams, SEALs, Pararescue teams, etc.

Who is Arch? Instructor PRI William R. Thompson of NATTC explains the term—arching the body is the most important factor in making a stable free fall descent. If the jumper remains stable while falling, the possibility of a malfunction of the parachute on opening is greatly reduced.

Classroom work takes up the first two days of the two-week course. History of the parachute, stable exit and stable free fall positions are shown and practiced on wooden mockup trainers. Principles of controlling the 35-foot, steerable canopy and how to successfully



Photo at top: Parachuting student LTJG William Sorg holds stable position as pilot chute pulls out main canopy during practice jump. Photo above: Parachute instructor rides his canopy to drop zone.

Jump master, PR1 Walker McCraw, stands in door waiting to give instructions to student jumpers lined up for static line jump test.

execute a parachute landing fall are explained and demonstrated.

EARLY IN THE MORNING before starting classes, a vigorous physical exercise period is held which includes a two-mile run. "Physical fitness plays a major role in reducing injuries and increasing alertness, and adds to the safety of parachuting," says PRC Charles S. Seymour, senior instructor and member of the Navy Parachute Team.

Saturation instruction in and repetition of safe parachuting principles during the first two days cause automatic reaction by students as to what they will do in case of a malfunction.

"Look, reach, pull, and punch!" becomes the reaction to releasing the reserve parachute in case the main canopy fails to open. PR1 Walker McCraw may ask a student what he is thinking of or "Who is king?" The answer is automatic, "Arch is king!"

On the third day, weather and aircraft availability permitting, the students (averaging 10 a class) make their first jumps. They will learn to fight against their natural instincts—jumping from high places, reversing body arch upon being hit by 100 knots of wind, and pulling up their feet when nearing the ground. For some it is their first jump. Others might have previous military or sport parachuting experience, but all will make static line jumps until they have mastered the stable exit and dummy ripcord pulls.

TO AID the students in canopy control and safety, one-way radio receivers are carried on the reserve parachutes. Instructions are given to aid the student in his descent and landing.

When good weather prevails, the class can make as many as six jumps a day into the 4000-foot diameter drop zone at NAS Lakehurst.

For some men parachuting comes naturally and for other men not so endowed it requires hard work and many more jumps to qualify as a naval parachutist. One thing in common to all men, even experienced jumpers with hundreds of jumps, is the case of butterflies just before the jump master says, "Go!"

To meet the physical qualifications for the school a volunteer must be able to do 25 pushups, 35 situps, and run a mile and a half in 12 minutes. These minimum requirements are increased as the course progresses.

After two weeks, 60 per cent of the class will qualify, having made five stable, five-second delay, free fall jumps. The other 40 per cent will have dropped out, realizing that "Arch" wasn't their king!

—Story and photos by
PHC B. M. Andersen, USN.



The BIG

The preceding account tells part of the story of parachute training at Naval Technical and Training Center, Lakehurst, N. J. Now, ALL HANDS presents an "I-was-there" account by a Navyman who actually went through a parachute training program culminating in a series of jumps in Vietnam. Navy Lieutenant (jg) Jerry Fletcher relates his experience as a jump trainee with the Vietnamese Army's Airborne Division.

THE WORDS were strange to me, the sound unfamiliar to my ears—but I could almost understand the meaning as I listened to the Chief of Staff of the Vietnamese Army Airborne Division present the challenge to the new class.

I wondered if any of the others standing there felt as I did—proud to have made it through two days of physical tests and still be able to stand for the opening day kickoff.

The first day had been easy—I spent most of the morning filling out forms. Major Tran Van Vinh, Commandant of the School, assigned me to Master Sergeant Nguyen Van Kinh, an experienced instructor



Major Tran Van Vinh, Commandant of the Vietnamese Airborne Training School, pins jump wings on LTJG Jerry Fletcher during graduation ceremonies at Tan Son Nhut Air Base. Below: Students fall earthward during training jump.

JUMP

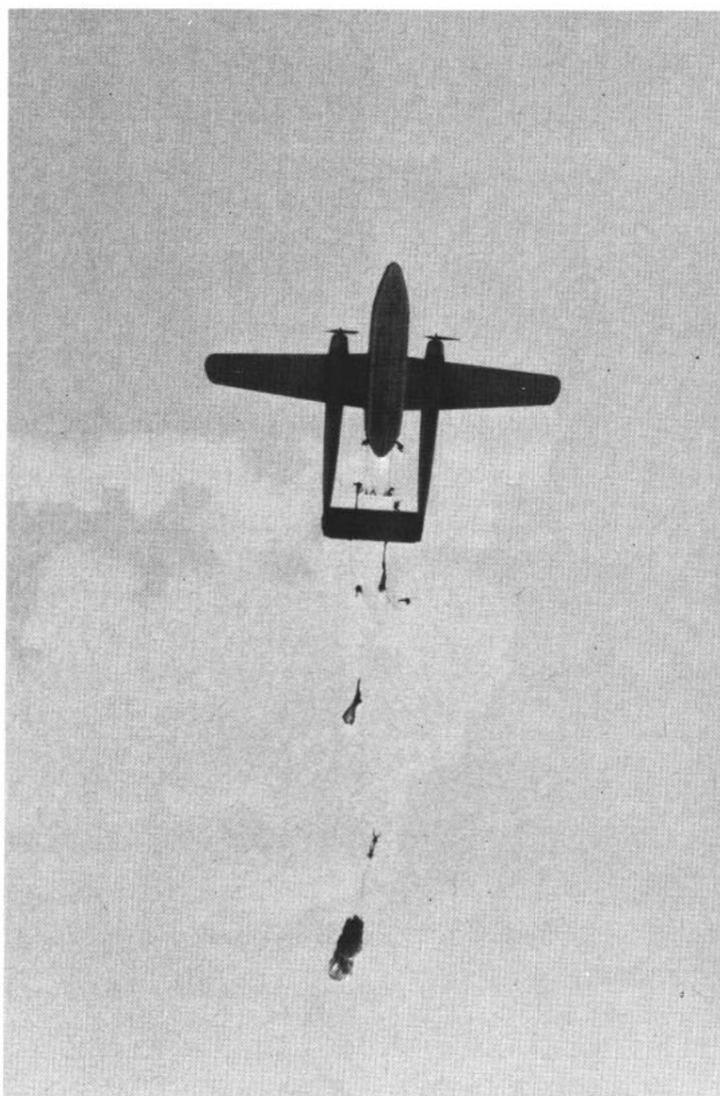
who spoke good English. There were 286 others in the class, officers and men of the Vietnamese forces.

The very first item of business was physical fitness tests—a blur of running, pullups, situps, knee bends, rope climbs, running, running.

Was I tired! After a thorough examination by the doctor to see if we were all physically fit, Sergeant Kinh dismissed us with instructions to report at 0600 the next morning.

When I arrived at the training area the next morning, many of the trainees were already boarding trucks. I spotted SGT Kinh in the bright red cap which all the instructors wore and headed his way. He issued me a field pack, helmet and carbine and loaded me aboard one of the trucks.

THE SUN was just beginning to show its rays over the horizon as the trucks headed out. The sergeant came back to where I was sitting to explain the object of the next test—to cover eight kilometers as quickly as possible. It was permissible to walk some to catch your breath, but most of the route must be covered by running since we were to be timed and graded.



Soaking wet with sweat, rivulets running down my back, I struggled across the finish line, my breath coming in hot, hoarse gasps.

After a 30-minute rest we were informed that a one-mile speed run, still in full gear, was next. I didn't even think I could get up, but somehow I managed to finish that mile.

My training really began in earnest the next day as we started learning how to fall. This important lesson was drilled into us over and over. We practiced hitting the ground until everyone's knees and hips were a mass of bruises.

To test how well we had learned to fall, we swung off a 10-foot platform on a trapeze. On command we would let go of the trapeze and hit the ground, falling and rolling.

After this and other training was completed and we had learned how to put on the parachute harness, we graduated to the 34-foot tower. Cables run from the tower to the ground. You ride down on a pulley attached to the risers of the parachute harness. This training simulates exiting the aircraft and the feel of the chute opening.

It's not the easiest thing in the world to stand at the top of that tower and jump off into space, but we repeated it until it became almost automatic to stand in the doorway and jump.

Repetition was the order of the day for the first two weeks.

FINALLY the training routine had come to an end.

This morning we are to jump.

The sun rose over the horizon as we gathered at the

airfield. The parachutes being issued from the trucks are new, not at all like the old ones we used in the ground training.

Great care is taken to see that everyone is harnessed and adjusted properly. Then the waiting begins. Two C-119s of the Vietnamese Air Force are taking us up to jump. They will have to make several trips to get us all.

Our turn! Time to board the plane. Thank goodness the training has been so thorough that everything comes automatically, because I'm scared! No matter how you describe that feeling, I'm scared.

As soon as the plane is in the air one of the old, tough instructors stands up and begins singing and clapping his hands. The troops join in. Although I don't understand the words, I join in the clapping. At least it's something to do.

The instructor stands and motions. Time to stand up. Stand up, hook up—we've done this lots of times before in a mock aircraft. The first man stands in the open door, grasping the edges in a very tight grip. I'm fourth in line. We all edge forward.

Green light! Go! Go! Everyone is yelling! The first man disappears as we all rush headlong toward the door. No time for hesitation.

Suddenly I'm in the door—and jump! 1000 — 2000 — got to remember to count — don't know if it's out loud or not — but count 3000 — 4000 — the harness tightens as the chute opens.

THE SIGHT, as I look upward, is just a big circle of nylon, but still one of the most beautiful things I've ever seen.

I start to look around as I seem to be just hanging



Vietnamese instructor checks the parachute rigging of LTJG Jerry Fletcher prior to jump from 34-foot training tower. Above: Fletcher is the first American to complete Vietnamese airborne training.

in the air. Everything's O.K. The silence is overpowering. I'm floating above the earth. I yell with exhilaration and get a reply from two of the men floating near me.

Near the ground I remember the endless hours of practice in falling and assume the proper position.

Hit the ground! I guess my grin is as big as those of all the others I see gathering up their chutes. At least that's the way I feel.

With chutes gathered on our backs, we all jog back to the trucks. The chant of "Nhay Du Co Gang!" has never been more enthusiastic. Its translation, "Airborne All the Way!" really has meaning for us now.

Four more days; four more jumps; and then graduation.

I was just as proud as any of the young men around me that Wednesday afternoon as the Commandant of the School pinned jump wings on me. But what else did I get from the training, other than being the first U. S. naval officer to graduate from the school?

I developed a much greater understanding and appreciation of the Vietnamese people. I was invited to their parties. I tried to learn their language and had many laughs at the stumbling mistakes I made. Their feeling towards me was one of friendship and of eager helpfulness as we became better acquainted.

And my feeling? Well, it's that they're great guys. I have great pride in having graduated from their school and confidence that I received excellent training.

Going from no knowledge about parachuting to being a qualified Vietnamese paratrooper leaves me with one comment: The Vietnamese Airborne—just great!

—LTJG Jerry Fletcher, USN.

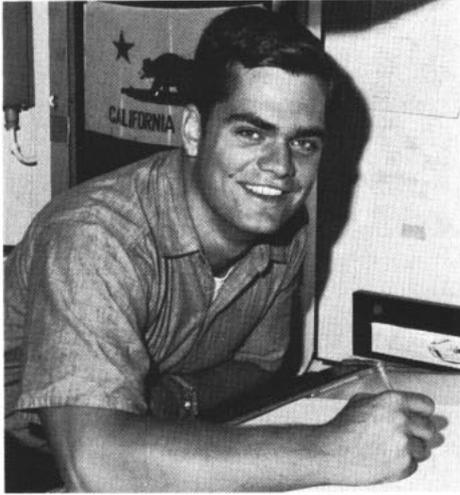


LTJG Fletcher helps fellow trainee during airborne school. Below: Student at the Vietnamese Airborne School floats earthward.



Students land in drop zone during qualifying jump, at left. Below: Master Sgt. Nguyen Van Kinh, Vietnamese Airborne instructor, talks with LTJG Fletcher during training exercise.





TRIPOLI on CANVAS

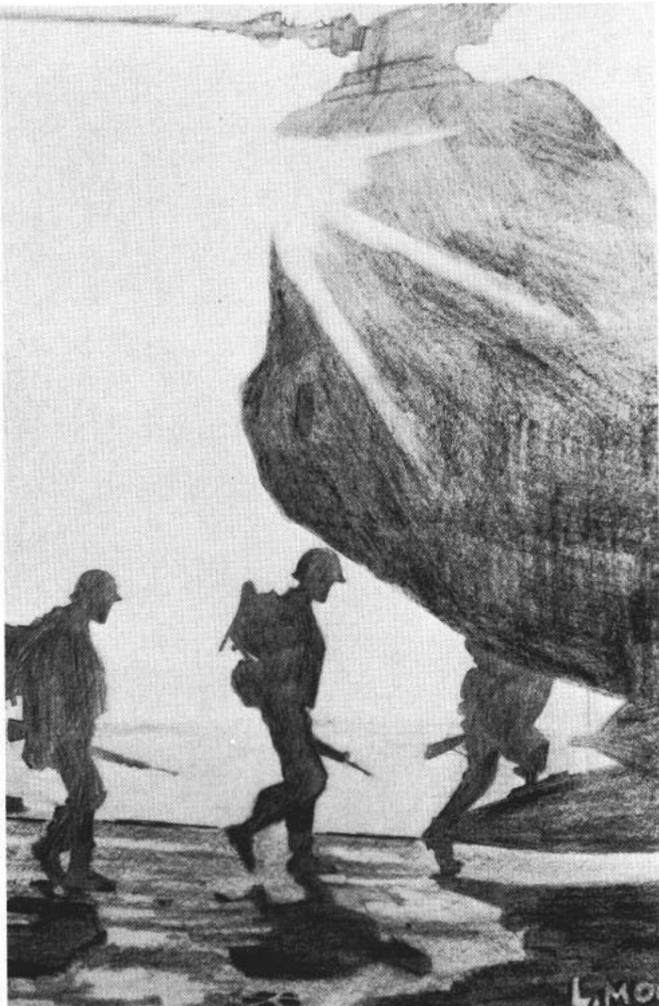


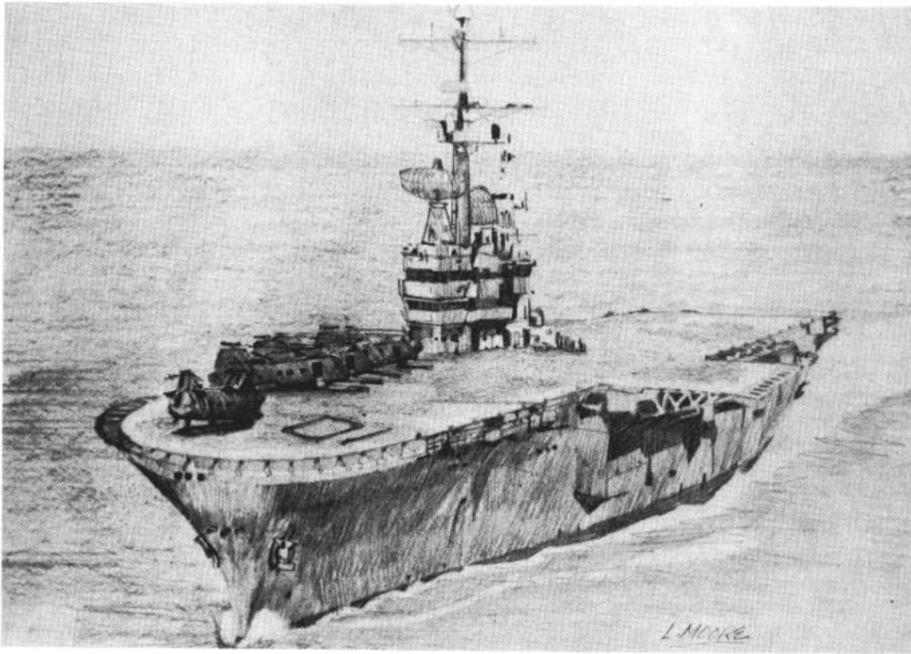
SEAMAN LARRY MOORE brought back more than memories of his tour of duty aboard *uss Tripoli* (LPH 10) in Vietnam. *Tripoli* recently returned to San Diego, the ship's home port, following a nine-month deployment in Vietnam.

The ship had a double role during those nine months, performing her primary mission as amphibious assault ship and doubling as an afloat medical facility. Moore was intrigued by the variety of activities which took place aboard the busy ship, and began sketching various scenes.

The LPH is designed to carry Marines to a point offshore and then to shuttle them over the beach in helicopters launched from her helicopter deck. Many phases of this role of *Tripoli* were sketched by Seaman Moore and forwarded to ALL HANDS.

IN ADDITION, the seaman-artist turned his attentions to the medevac operations aboard the ship. Scenes

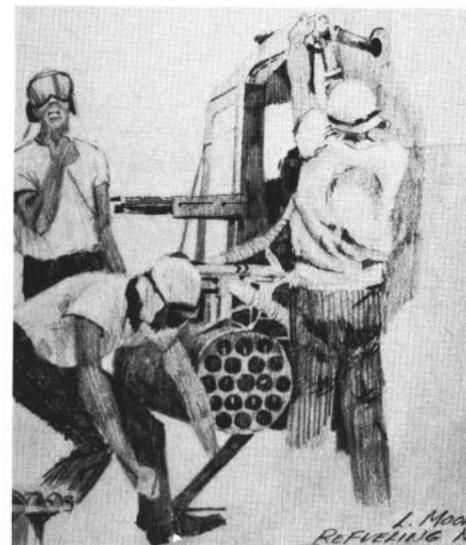
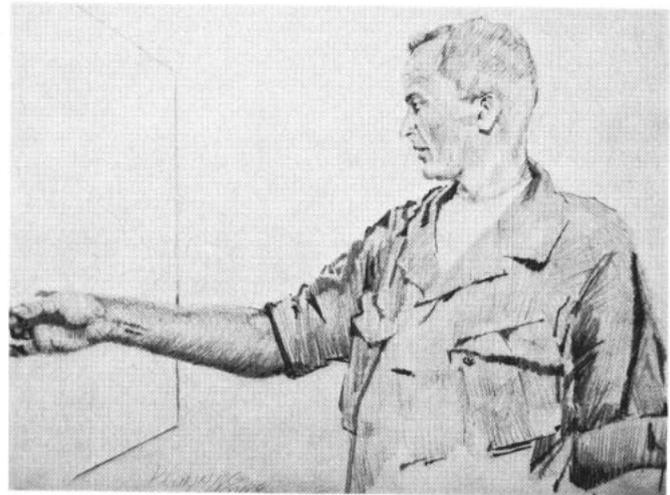




of inbound helicopters, stretcher-bearers and corpsmen rushing to their stations, combined with scenes of medical care capabilities of *Tripoli's* 250-bed hospital facility, gave Moore another source of artistic subject matter.

Shortly after his transfer to *Tripoli*, Moore's pencil sketches of helicopter operations, amphibious assaults and general glimpses of life aboard the ship became a popular subject of crewmembers' discussions. The seaman's artistry began appearing in *Tripoli* publications such as the ship's daily newspaper, familygrams and the cruise book.

The many sketches by Seaman Larry Moore record the history of *Tripoli's* Vietnam deployment. They portray a job completed, and one of which all *Tripoli* crewmembers can be proud. Sketches appearing on these pages are a sample of Seaman Moore's work.





USS Rupertus (DD 851) furnished gunfire support.

RUNG SAT— *Dangerous Mission*

SEVERAL YEARS AGO, Commander C. J. Wages, Jr., a student at the Naval War College in Newport, R. I., wrote a thesis on riverine warfare tactics in the Republic of Vietnam.

CDR Wages now is on his second tour of Vietnam duty as commander of the U. S. Navy Rung Sat river patrol groups and special advisor to the Vietnamese military commander of the Rung Sat Special Zone.

This has been one of the important tactical commands in the Vietnam combat zone.

Rung Sat has a reputation for being a dangerous

location for the unwary, providing numerous hiding areas for guerrilla fighters. Comprised of a maze of rivers, canals and marshes, its land formations are barely above sea level.

The only navigable river for seagoing ships through the Rung Sat is the Long Tau, which follows a narrow zigzag from Saigon to the sea.

During recent months, some supplies moved into South Vietnam have taken this route.

As might be expected, the Viet Cong have been aware of this. Hidden in the marshland and jungle growths along the river, the VC have launched frequent attacks on the allied shipping. Elsewhere in the Rung Sat, the VC have attempted to seize strategic village outposts.

Whatever the action, CDR Wages and others have found the opportunity to test their knowledge of riverine warfare. Because of tactical coordination between U. S. and Republic of Vietnam forces, the VC have had limited success in the Rung Sat.

EARLY LAST JULY, for example, *USS Rupertus* (DD 851) pulled into Song Nga Bay for gunfire support duty. Minutes after she dropped anchor, a heli-





Vietnamese Navy Commander Nguyen Tan, Commander C. J. Wages, Jr., and Commander L. W. Freeman discuss tactics.



Commanders Freeman and Wages reminisce aboard USS *Rupertus*. In the distance is the Rung Sat Special Zone.

copter landed Commander Nguyen Tan, RVN, military chief of the Rung Sat Special Zone, and CDR Wages, whom you've already met.

CDRs Tan and Wages briefed the destroyer officers on the tactical situation and explained the Rung Sat geography and strategic importance.

The visitors then spent several hours with the *Rupertus* commanding officer, Commander L. W. Freeman, Jr. (who, coincidentally, was a classmate of CDR Wages at the War College), discussing how they might best combine their forces.

In general, Vietnamese under CDR Tan's command would comb the Rung Sat, select targets, and request gunfire support from *Rupertus*.

Later, just such a mission began to take shape when intelligence trickled into the Vietnamese military outpost at Can Gio, 35 miles southeast of Saigon: The VC were moving and an enemy base camp was suspected near Can Gio.

The district military chief at the small outpost plotted where *Rupertus'* guns should be trained to hit the enemy fortifications.

THIS INFORMATION was passed to U. S. military advisors in Can Gio, and then on to CDR Tan at his tactical operations center in Nah Be, some 30 miles to the north.

CDR Tan approved the request for gunfire support, and CDR Wages radioed his old classmate, CDR Freeman, the information on where and when to level the destroyer's 5-inch/38 caliber guns.

That night, *Rupertus* fired into the VC base camp.

The next morning, a group of patrol boats moving inland near the VC base drew heavy fire. A second naval group that CDR Wages had inserted into the operation also drew fire, as did gunship helicopters cruising in low over the area.

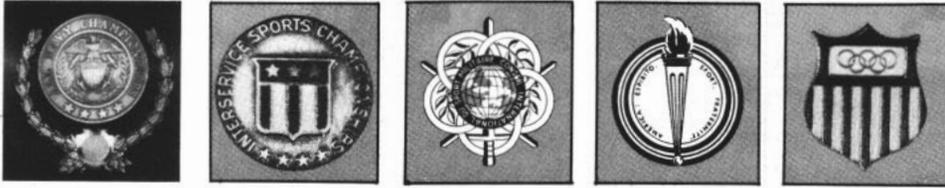
Rupertus was called upon for more gunfire support which she provided, and seven secondary explosions were seen, probably from hits on VC ammunition caches.

CDRs Tan, Wages and Freeman believed the VC ammo otherwise would have been used against the Vietnamese village at Can Gio.

—LTJG Donald P. Welch, USNR.

Vietnamese patrol and Navy copter hunt out the enemy.





Navy Sports WORLDWIDE

THE SPORTS BUFF outside the Navy will recognize the names of Bernie Wrightson and Mike Barrett as those of Gold Medalists in the 1968 Olympic Games. He may also know Al Robinson and Larry Hough won Silver Medals.

But what is not generally known (either in or out of the sea service) is that all four of these champs in sports were members of the U. S. Navy at the time they were training, qualifying for the Olympic teams and representing their country in Mexico City.

As a matter of fact, the American public is generally completely unaware of the contributions of military athletes to America's success in the Olympics and the other great international sports competitions.

In addition to the four Navy medalists, four other Navy athletes and 42 from the other three services represented the USA in Mexico City. Our military athletes won, as individuals or team members, a total of 12 Olympic medals, or 11 per cent of the 107 medals won by U. S. men and women. In the process, they broke two world records and two Olympic records.

In addition to these Olympians, hundreds of other

military athletes have bolstered America's national teams competing in the Pan American Games, world championships, international sports competitions and the 15 to 18 annual championships sponsored by the Conseil International du Sport Militaire (CISM), in English, the International Military Sports Council.

For those who wonder how a military athlete can find time to train and qualify for our national and international teams and still pull his weight in his unit, this is the rationale for the military sports program and the policy on participation in international competition.

- First, World War I and World War II demonstrated that sports is one of the most effective means for developing strength, agility, endurance, teamwork, self-confidence and the will to win—attributes vital to the military profession.

- Second, in 1951 the Congress established into law the policy that no outstanding athlete should be denied the opportunity to train for and participate in the Olympic and Pan American Games and other international sports competitions, simply because he is in

the armed forces. Subsequently, the Department of Defense formalized this policy in a regulation which permits qualified individuals to volunteer to train for and participate in international competition.

WHILE MANY athletes were stars before they entered the armed forces, others were polished and honed to international caliber while in service. And a few who had never competed before entering the service were developed by service coaches into Olympics and world champions.

The military services conduct a worldwide sports program to promote physical fitness and morale among our troops.

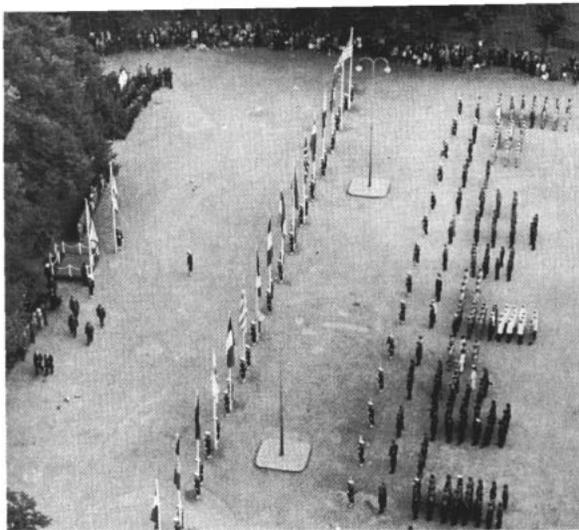
From these broad-based programs there emerge a number of better than average athletes. Consequently, there have been established three levels of competition. Any man can compete at the unit level and he has the opportunity to progress to higher levels of competition. This system gives each serviceman an opportunity to participate in an organized sport of his choosing at a level where he is qualified to compete.

THE CHAIN of progression starts at the unit level and goes on up to the service championships. For the outstanding athletes discovered at this level, there are five higher levels of sports competition available:

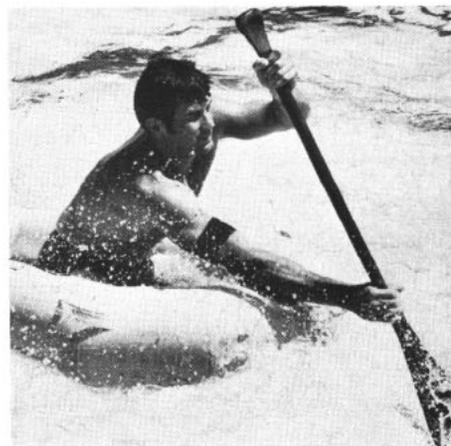
- Interservice championships
- International military sports championships organized by the 40-member-nation Conseil International du Sport Militaire (CISM)
- Pan American games
- Olympic games.
- International tours of sports squads organized by sports governing bodies and/or the Department of State.

The more common sports in which the armed forces is represented on higher levels of competition include half of those found on the annual interservice sports calendar. The planned 1970 schedule is:

EVENT	HOST	DATES
Basketball	Navy	9 - 13 March
Boxing	Army	20 - 24 April
Wrestling	Air Force	27 April - 1 May
Volleyball	Navy	20 - 24 April
Bowling (M&W)	Marines	18 - 22 May
Track	Army	15 - 19 June
Tennis	Air Force	3 - 7 August
Golf	Navy	10 - 14 August
Softball	Marines	24 - 29 August



Teams from 16 nations participate in CISM opening ceremony.



USA plays Greece in CISM basketball, left. Right: Survival raft race is part of naval competition.



Navyman lunges during Olympic fencing competition. Below: Yeoman Richard Pettigrew, left, competes in interservice competition.





Before becoming a member of the Army, Navy, Air Force or Marine Corps team, the athlete has progressed through the various levels of competition. Up to the time he was selected for his service squad he trained and competed, for the most part, during his free time, concurrently performing his regular military duties. But during the time he is with his All-Service squad, the athlete may be placed in concentrated training for a short period of time.

DURING THE Interservice Championships the best competitors from the four All-Service teams, in some sports, are selected to compose an armed forces team. After a short period of concentrated training, this team may represent the U. S. Armed Forces in national championships, the Conseil International du Sport Militaire championships and U. S. Olympic and Pan American Games trials. In other sports, outstanding individual athletes may progress through the same levels of competition.

In 1969 the Armed Forces Basketball Team, which included players from all four military services, won the National A. A. U. title. An armed forces team also won the 1969 National A. A. U. Greco-Roman Wrestling Championship. In individual competitions, military athletes also made strong showings in: boxing, track and field, tennis, modern pentathlon and rowing.

Outstanding military athletes are found in a wide range of sports. And many of them are made available each year to strengthen U. S. national teams going into international competition. To understand the broad range of sports skills possessed by military personnel, one need only check the records of the 1968 Olympics where military athletes represented the United States in: track and field, shooting, diving, basketball, boxing, equestrian, rowing, canoeing, cycling, fencing, modern pentathlon, swimming, volleyball, water polo and wrestling.

Training for these is handled on an individual basis. Athletes considered qualified for international competition may be assigned in an area where they can perform their assigned duties. They may also be authorized a concentrated training period immediately before the trials for the U. S. National Team or the actual competition. In some sports, when there are enough qualified military athletes of international caliber to justify it, the military departments establish a temporary training camp for the qualified candidates from all four of the services.

BUT THE BASIC military mission of each service is, of course, always of primary concern in planning the military sports programs. An athlete, regardless of his ability, cannot expect to be authorized to train full-time for athletic competition. On the other hand,



Left: U. S. Navyman hurls line during training for seamanship event in 1969 CISM meet. Above: Capt. H. W. Hall, Jr., chairman of Interservice Sports Committee, presents award for service to retiring committee member Colonel F. Don Miller. Below: Training for Navy Pentathlon.



if he is qualified as mentioned above, he can be authorized adequate time to train and compete, consistent with the primary mission of the military departments and available funds.

The armed forces have supported the United States international sports effort for many years by giving qualified and deserving athletes the opportunity to become members of the United States teams. As a result, a substantial percentage of the past four U. S. Olympic teams were members of the armed forces.

Consequently, the young man who enters the armed forces need not suspend his interest in sports or give up his dream of representing his country in international competition. He will be encouraged to continue or even increase his participation. Those who feel that they are qualified need only apply for consideration for training and participation in international sports. Each application is processed and is given every consideration. The procedure to be followed by Navy personnel desiring to apply for consideration is outlined in article 806 of the *Special Services Manual*. The military services desire to place as many men as possible on the Olympic team and thus contribute to the international sports prestige of the United States and demonstrate the vigor and fitness of our troops.

The sports programs of the major universities are large. However, they fade into insignificance when compared with the worldwide sports programs con-

ducted by the four armed forces. The sports programs of the four services, from unit level to international level, each year attract thousands.

THE INTERSERVICE Sports Committee is responsible for armed forces participation in interservice, national and international competitions. Running this vast worldwide program means scheduling events, setting up training camps, outfitting athletes and making travel arrangements. This four-man committee, established by joint agreement between the service secretaries, on 21 Nov 1947, includes the Chief of Special Services and/or Morale Services of the four military services. The committee is designated as the executive agent of the office of the Secretary of Defense for joint service participation in such events.

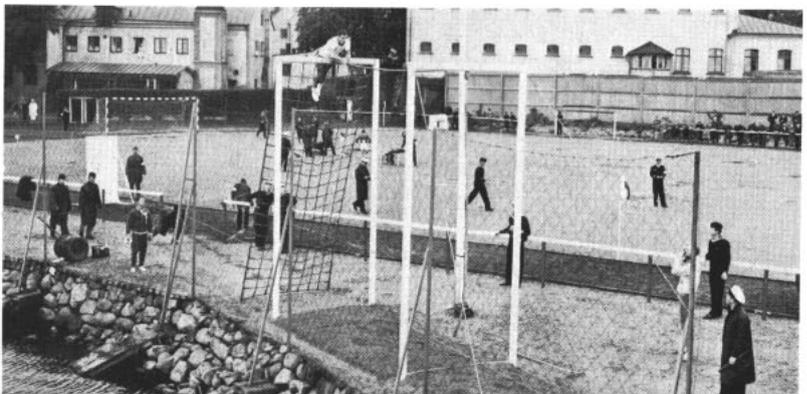
Chairmanship of the committee rotates annually among the military services, except that the service occupying the chair during the year in which the Pan American Games are scheduled will provide the chairmanship for the subsequent year to insure continuity of effort through the Olympic Games.

Captain Harvey W. Hall, Jr., USN, occupied the chair during 1969. Air Force will chair the committee during 1970, followed by the Marine Corps.

Incidentally, for all those interested, the Pan American Games are scheduled for 1971 and the Olympics in 1972.



Photo far left: Athletes from many countries participate in cross-country meet. Top left: Members of U. S. Navy Pentathlon team in 1969 CISM competition. Right: Navy gold medalist in Olympic pair with coxswain. Below: Obstacle course competition during Sea Week at Den Helder, Netherlands.





The BOILERMAKER

Join This Elite Group
—With a Vital, Tough,
Rewarding Job



IF YOU'RE A BOILERMAN who enjoys repair work—and the kind of man who likes a challenge—you might consider becoming a boilermaker.

As you probably know, the BR rating begins at the PO1 level and goes up through master chief. Its personnel come exclusively from among boilermakers at the 2nd class level and above.

As a BT2 or BT1, you have a choice of two career paths. If your main interest is in operating boilers, you may remain in the BT rating. But if you prefer the repair side, BR is your thing—provided you can make the grade.

The BR's job is to repair any and all kinds of steam-generating plants.

He inspects and repairs practically any part of the installations—calibrating gauges, replacing tubes, adjusting burners, rebricking firesides, and general troubleshooting. In the course of his work, he makes and tests welds in all parts of the plant. One week he may be working on a 600-pound M-Type plant; the next week, a 1200-pound D-Type; and the week after that, still another type on another ship.

He must have a thorough knowledge of blueprint reading, metallurgy, automatic boiler controls, refractories, heat exchangers, fuel oil systems, and other aspects of boiler operation and construction. And like any other petty officer, he must know how to supervise lower-rated men and how to make proper records and reports of his work.

He is assigned to a ship repair facility, a tender, or some other ship which has a repair capability. On some of the smaller ships, he may keep his hand in by performing some boiler operation as well as repair.

He receives welding school and formal training in other aspects of boiler repair. But most of his knowledge comes from experience—both as a BT and as a BR.

THE IDEAL applicant for conversion to BR would have experience in operating and maintaining a wide variety of steam plants, including either 1200-psi D-Type or pressure-fired plants; great interest in the repair side of boiler work; high intelligence and mechanical aptitude; and most important, the kind of drive that welcomes a challenging job and the professional pride that won't let him rest until it's done right.

Entry into the rating is open now to qualified applicants at the BT2 and BT1 level, especially those having a reputation for steam plant operational expertise. If you're interested enough to learn what you need to know, you stand an excellent chance of being accepted.

How do you convert to BR1 from BT1?

First comes the usual procedure to request a change in rating—a letter to the Chief of Naval Personnel via your CO.

If your request is approved, you will be ordered to schools if you need them to fulfill the BR require-

ments. Usually, the course includes welding school and BT "B" School—a total of 40 weeks of training.

When you complete the schools satisfactorily, you may then take the BR1 Navywide examination (if you're otherwise qualified, of course). If your advancement multiple, including a passing score on the test, is high enough, you're a BR1.

If you're a BT2 who would like to advance to BR1, a similar request should be originated. If approved, you will be tagged with a special NEC for advancement to BR1, and enrolled in schools similarly to the BT1 converting to BR1.

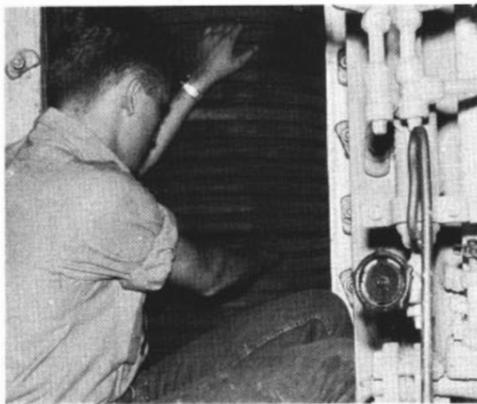
THE ONLY EASY PART of the process is sending the letter. The rest of it requires hard work and study—particularly the welding school, which has a well deserved reputation for toughness. Anybody who's going to be making welds that must withstand 1200 pounds of pressure per square inch had better know his stuff.



Firebrick is laid at expansion joint.



Superheater screen tubes are worked on.



Cleaning diffuser on air register inside boiler.



The superheater bank is inspected.

Not everyone who begins the schools will make it. Only a man of considerable dedication and desire can succeed. But for the man who does, the BR specialty offers good prospects for service—and excellent job opportunities when he retires. The Navy needs qualified boilermakers, and so do civilian yards.

Advancement opportunities for BRs in recent years have been comparable to those for BTs. However, in the recent August exams, among personnel competing for advancement from first class to chief, 100 per cent of those in the BR1 rating who passed the exam were advanced to Chief Boilermaker. Among those in the BT1 rating, the percentage of those passing the exam who were advanced to Chief Boilerman was 13.5 per cent.

BRs normally can expect faster sea-to-shore rotation than BTs. In the Seavey segments in 1969, the required sea duty for rotation to shore for BRCs and BR1s was around two years less than that for their BT counterparts.

Think it over. If you like repair work, there may be a place for you in an elite group of highly skilled professionals—the boilermakers.

Repairman slides into firebox.



This Is a Barracks?

IT'S HERE: the super barracks. If you want to call it that.

Built at a cost of more than \$3 million, Cosson Hall, an ultramodern, hotel-like living quarters for enlisted men, has been officially dedicated at Treasure Island.

Rear Admiral Leo B. McCuddin, USN, Commandant of the Twelfth Naval District, in dedicating the new building, called it a "magnificent living quarters for coming generations of bright, young Navymen."

The new enlisted quarters is named for an enlisted man, Radarman 1st Class Wilbur L. Cosson, USN. His sister, Mrs. Lawrence Gilbert, came to San Francisco from Salt Lake City for the dedication, and assisted in the ribbon-cutting ceremony.

Cosson Hall is constructed on a special foundation. Wooden pilings, driven into the sandy ground, displace the soil and densify the earth. The system, called "soil densification," was developed after build-

ings, constructed on land similar to that on Treasure Island, collapsed when the ground liquefied during an earthquake in Japan.

The super barracks, which can house 1536 men, is a four-storied, cartwheel-shaped building. Sixteen rooms are located on each floor of the six wings. Each room has carpeting, drapes, individual beds, wardrobes, and two writing desks. As we said, like a hotel.

A TV room and lounge are located on each floor, plus laundry facilities consisting of washers, dryers and ironing boards which can be used by the building's occupants at no cost. Resting benches are conveniently located at various points around the completely landscaped structure.

On the main floor are a central billeting office and large guest lounge.

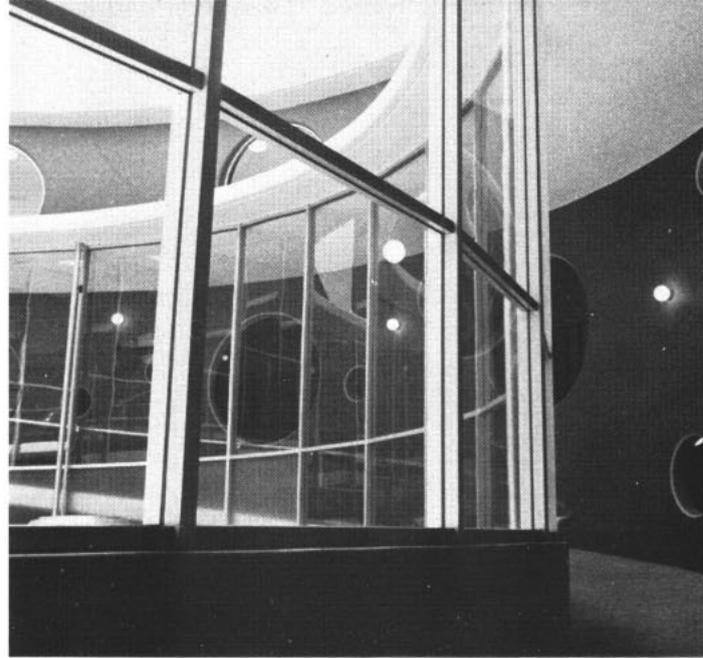
Of the four floors, the first three will be for seamen and below (E-3 to E-1). The top floor will be

The main entrance to Cosson Hall at Treasure Island.





Landscape feature is in center of spiral ramp.



Spiral ramp winds from floor to floor.

for chief petty officers (E-7 to E-9). On the other floors, four men will be assigned per room.

Cosson Hall was scheduled to be occupied by Naval Schools Command personnel exclusively, sometime in mid-November.

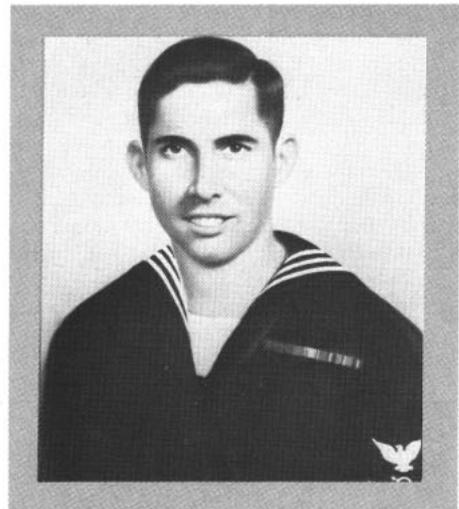
It is estimated that a second, similar barracks will be completed about mid-April 1970.

During the dedication, RADM McCuddin spoke of the man for whom the new building is named. Petty Officer Cosson, who was killed in action against the enemy on 7 July while serving as the patrol officer on a river patrol boat in the Republic of Vietnam. He was posthumously awarded the Silver Star for "conspicuous gallantry and intrepidity" and the Navy Commendation Medal.

"Petty Officer Cosson had that extra something that none of us really know if we have it or not," said the admiral. "I suggest that you who are about to have the privilege of occupying Cosson Hall think about Petty Officer Cosson, and hope that his actions inspire you to give that little extra when the going gets rough."

The second building to house enlisted personnel, now under construction, will be named Sage Hall after three Navy brothers who lost their lives at sea.

—Story and Photos by JO1 Tom Chance, USN.



Radarman 1st Class
Wilbur L. Cosson, USN

Beds and wardrobes are featured in the rooms.

Cosson Hall has the latest in modern washroom fixtures.



USS Concord —

Navy Installed a Computer To Keep Track of Her Cargo

SHE CARRIES ENOUGH flour to bake one and a half million loaves of bread, enough coffee to brew two million cups, 20,000 gallons of milk, and frozen beef equivalent to 200 cattle.

That doesn't count the office supplies, spare parts and clothing. But it may give an idea of the size of the job performed by *uss Concord* (AFS 5)—and other combat store ships—supplying the needs of fighting ships at sea.

To do the job, *Concord* has a computer installation to keep track of the 35,000 items in its five cargo holds; a landing platform for helicopters; and a high-line which automatically keeps the line taut no matter how much the ships roll and yaw.

In her final underway tests before deploying to the Mediterranean recently, *Concord* showed what she can do. And she can do a great deal.

With *uss Canisteo* (AO 99), she tested underway replenishment procedures using the probe-fueling system and the ram-tension highline, which automatically compensates for slack or stress on the line. Helicopters practiced vertical replenishment with touch-and-go landings on board.

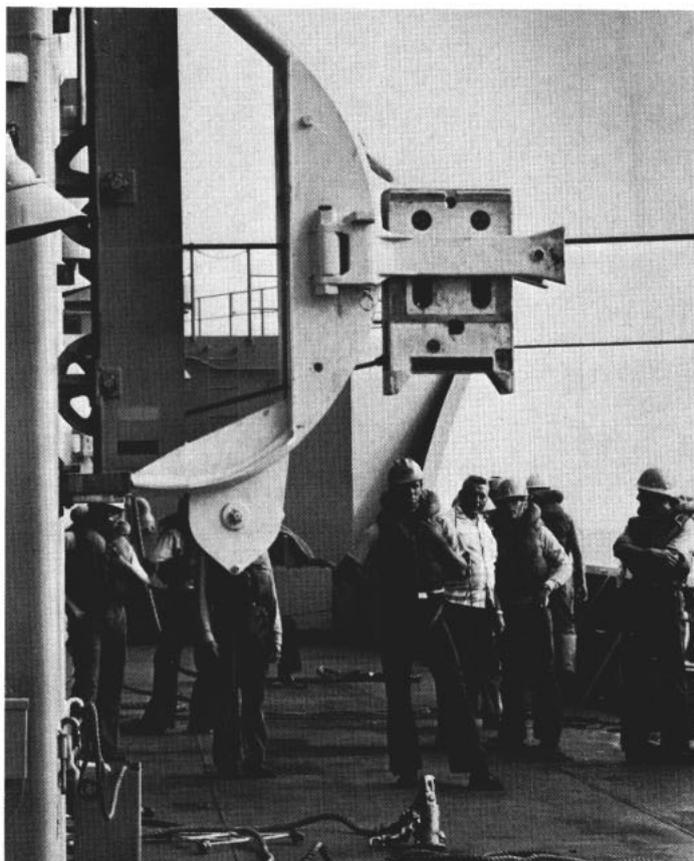
Concord was to relieve *uss Sylvania* (AFS 2) in the Med. *Sylvania* was the first AFS to join the Atlantic Fleet Service Force.

The first combat store ship, *Mars* (AFS 1), was commissioned in 1963. Eventually, the AFS is scheduled to replace three other types of cargo ships: the store ship (AF), general stores issue ship (AKS), and aviation supply ship (AVS).

Other combat store ships now in commission are *Niagara Falls* (AFS 3), *White Plains* (AFS 4) and *San Diego* (AFS 6).



Visual bearings are taken as USS *Concord* maneuvers during sea trials. RIGHT: The automatic tensioning device of the new combat store ship is tested.

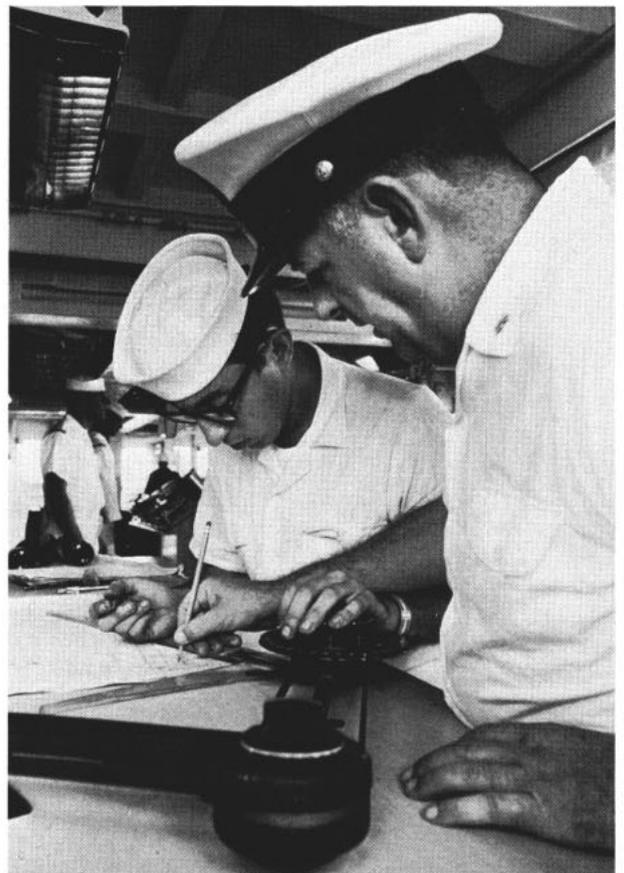




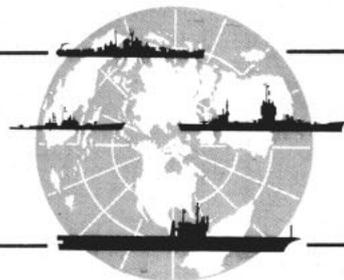
Vertical replenishment control officer LTJG W. R. Barnhart talks to pilot of inbound copter. BELOW: Quartermasters, Chief Marvin C. Lay and Petty Officer 3rd Class Peter J. Lumia, plot course.



Captain Louis J. Collister, skipper of the new AFS, watches radarscope on the bridge. BELOW: Helicopter practices touch-and-go landings during Concord's sea tests.



Letters to the Editor



Pay Designation Unnecessary

SIR: Why couldn't it be written into the regs that a man could designate any portion he desires of his unallotted pay to be deposited for him in the 10 per cent Savings Deposit Program in case he is missing?

This action could go into effect when a man enters a status covered by the Missing Persons Act, such as becoming a prisoner of war. His desires could be expressed in section 8b of the Record of Emergency Data.—YN2 S. O. Schroeder, USN.

• *Great idea. As a matter of fact, it's in the regs already.*

In the case you mention, it isn't necessary to designate what is to be done with unallotted pay. When a Navy member with no dependents enters missing or captured status, all of his unallotted pay is automatically deposited in the savings program. In the case of men with dependents, if they did not designate 100 per cent to be paid to their next of kin, the undesignated portion of their pay is deposited in the savings program.—Ed.

Mate

SIR: Can you tell me anything about the rate or rank of "Mate" that was carried in the old Navy about 1918?

I believe mates wore gold binoculars on their sleeves and rated between a CPO and a warrant officer. I remember seeing one on the old receiving ship in Boston in 1920.—CWO-2 G. B., USN (Retired)

• *Your memory serves you well. Mates were ranked between petty officers and warrant officers.*

To quote the 1913 "Navy Regulations:" "Mates are rated, by authority of the Secretary of the Navy, from seamen and ordinary seamen who have enlisted in the naval service for not less than two years. Mates have no

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

relative rank, but they shall take precedence of all petty officers, non-commissioned officers of the Marine Corps, and enlisted men, and in their own grade according to the dates of their appointment."

They wore an insignia depicting small gold binoculars on their sleeves, small end upward.—Ed.



FIRST SHIP—Porthole of destroyer USS Porterfield (DD 682) frames RADM Robert L. Baughan, Jr., Commander of Cruiser Destroyer Flotilla Nine, as he visits the DD that was his first ship to command.

Going By the Book

SIR: What does the book in the personnelman rating badge represent? I have asked several PNs and have yet to receive an official answer. Can you help?—PN3 J. S. M., USN

• *We couldn't find any official word in our files. We asked the Uniform Board for help, but their research didn't turn up anything either.*

So we'll pass along their educated guess: The book represents the many personnel texts and manuals for which PNs are primarily responsible. That sounds reasonable to us.

When the PN rating and many others were established in the overhaul of the rating structure in 1948, BuPers set these criteria for the new specialty marks:

—The marks must be symbolic of the rating so that they will remain representative of the rating even though changes might be made in duties or equipment in the future.

—They must be simple and easy to embroider.

—When embroidered, they must look well in the limited space on the rating badge.

The book-and-quill met these requirements, whatever it means specifically.—Ed.

Returning the Salute

SIR: We were told in a lecture that the OOD on the brow salutes a man twice when the man comes aboard ship — once in return for the man's salute to the colors and once for his salute to the OOD.

Some of us think that the OOD doesn't return the salute to the colors. Who's right?—SM1 J. H. M., USN.

• *According to Article 2108 of "Navy Regs," the OOD returns both salutes. We and the Military Training people in BuPers assume that means he salutes twice when a man comes*

aboard and twice when he goes ashore.

Here's what the regulations say:

"Each person in the naval service, upon coming on board a ship of the Navy, shall salute the national ensign if it is flying. He shall stop on reaching the upper platform of the accommodation ladder, or the shipboard end of the brow, face the national ensign, and render the salute, after which he shall salute the officer of the deck. On leaving the ship, he shall render the salutes in inverse order. The officer of the deck shall return both salutes in each case."—ED.

Naval Communicator

SIR: I was recently notified of my selection for appointment to W-1 Naval Communicator (757X). A few questions have occurred to me for which I have been unable to get satisfactory answers.

1. Has a sleeve and shoulder-board insignia been prescribed for the new designator? If so, when and where may I obtain it?

2. Is there a general job description or billet description for the new designator? If so, can you tell me where I may find it?

3. How is seniority determined among those with the same date of rank? By scores on the OSB? By arbitrary assignment of lineal number? By previous enlisted rank held?

If the insignia has not yet been decided on, I think the Radiomen appointed as Naval Communicators should retain "sparks" as their distinguishing device. As for the ETs, why not let them stick with their electrons? I'm proud of my "sparks" and would like to retain them. —RMC W. F. B., USN.

• You'll be pleased to know that you will be keeping your sparks.

The distinguishing device for the new Naval Communicator specialty is the same lightning-bolt design as that of the Electronics Technician category. The ET warrant officers will continue to wear this device, of course; there's no sense in making them change all their uniforms.

Therefore, you may buy the sleeve and shoulder marks at any Navy



SHOPPING—USS Sacramento (AOE 1) transfers fuel and supplies by high-line and hose to Hancock (CVA 19) as Sea Knight copter makes delivery.

uniform shop. They'll already be in stock for the Electronics Technicians.

To answer your second question, qualifications are now being compiled for the new specialty. As soon as they're firmed up, they will be included in a change to the "Manual

of Qualifications for Warrant Officers" (NavPers 18455A).

Here's how seniority is determined: The board that selects warrant officers places the selectees in an order of preference for appointment within the designator for which they are selected. Percentile scores are determined for each selectee based on his relative standing within his designator. Then all selectees are merged into a single precedence list in accordance with their percentile score. —ED.

Have You Ever Been To the Aleutians?

If you were in the Aleutian Islands in 1942, 1953 or 1964, and have photographs of certain events occurring during those years, the History Division can use your help.

The Director of Naval History is searching for photographs of:

• A 10-man U. S. Navy weather detachment captured on Kiska Island in 1942.

• Visits to the island of Attu by a Japanese delegation in 1953 and again in 1964.

If you have photographs of these events, and don't mind sharing them with the Navy's historical files, send the photos to:

Rear Admiral E. M. Eller, USN (Ret), Director of Naval History, Main Navy Bldg., Rm. 1204, Washington, D. C. 20360.

The History Division will make copies of the photos and return them to you.

Which Uniform to Wear When

SIR: I would appreciate information on which uniform to wear when entering or leaving port, going to an exchange or for line handling.

I believe BuPers issued an instruction on the subject but I haven't been able to locate it. As I remember, the instruction's provisions would save a lot of wear and tear on whites if observed by the entire Navy.—R. J. K., ENS, USNR.

• The Naval Uniform Board has no knowledge of a BuPers instruction on this subject. The commandant of the naval district or senior officer present has the prerogative of specifying what you should wear when entering or leaving port, line handling, or visiting the Navy Exchange. Article 1111 of "U. S. Navy Uniform Regulations" is one pertinent reference.—ED.

Letters to the Editor

Equitable Advancement

SIR: I wrote to you last year about E-8 and E-9 testing for LDOs and warrant officers and you replied in the January 1969 issue.

Since my previous letter, a new BuPersNote 1418 dated 18 Dec 1968 has been issued. By and large, the requirements for my situation have remained the same; I continue to take exception to the provisions of the notice.

I have served 17 years. I was a chief petty officer when I accepted my commission six years ago. I still believe I should be allowed to take the examination for permanent master chief, bypassing the requirement for two years' service as a senior chief. This program was not available for me to be rated as a senior chief earlier, so it was impossible for me to advance to that permanent grade until now.

The intent of the ruling was to enable temporary LDOs and warrant officers to progress at the same rate as their contemporaries. Some of my contemporaries are already senior chiefs; based on my past promotions, I believe I would at least have reached that point and would now be competing for master chief. I certainly feel that I could handle an E-9 billet should I be placed in that position.

In personnel matters, the Bureau bends over backwards, perhaps too

far at times, some would say. This time they did not go far enough.—LT E. C. O., USN.

• *After looking over the notice and consulting with the cognizant people in BuPers, we believe they've done very well by you.*

The intent of the notice was to make equitable provisions for temporary officers such as yourself to compete with your contemporaries in the established advancement structure.

However, it wouldn't be fair to enlist contemporaries for one individual to be jumped a grade without doing anything, while his contemporaries are required to complete courses, take the test, meet the time-in-grade requirement, and go through all the rest of the normal procedure before they can sew on a star.

As a matter of fact, you do have several advantages over your contemporaries in the enlisted ranks — besides the obvious ones of status and pay. For example:

• *You need not incur additional obligated service to be advanced in permanent grade — except in the unlikely event of reverting to enlisted status for active duty.*

• *Your only requirements for advancement are time in service, time in grade, and successful completion of the exam. Your friends who are still in the chiefs' mess must complete*

the courses and practical factors, then must be screened by a selection board. They could be quotaed; you won't be.

• *If you revert to enlisted status on transfer to the Fleet Reserve, you might not have to complete the test or serve any time as a senior chief to be advanced to master chief. As a lieutenant with more than five years in permanent pay grade E-7, you can be considered for a jump to E-9 as soon as you go into the Fleet Reserve. A BuPers board considers such requests on a noncompetitive basis; if the board and your CO approve your request, your advancement to master chief will be effective the day you go out on 20.*

Your time-in-service and time-in-grade requirements are the same as those for an enlisted man: 11 years (three years as a chief) to go up for senior chief; and 13 years (two as senior chief) to take the test for master chief. Time served as a temporary officer is creditable, of course.

Since you have 17 years in, you have plenty of time to advance through senior chief to master chief before you transfer to the Fleet Reserve.—ED.

Pro Pay Eligibility

SIR: Aboard our ship are five career gunner's mates with NEC 0873. Two of these men, although fully qualified, are serving without proficiency pay because the ship's Manpower Authorization (OpNav 1000/2) reflects only three billets.

Is it the intent of the Bureau to limit the number of individuals to be awarded specialty pay to the actual number of billets authorized on the command's MA?—YNC G. H. L., USN.

• *Yes. To be eligible for an award of proficiency pay (specialty), career petty officers must be assigned to and serving in an authorized specialty billet on the command's Manpower Authorization.*

If, as you say, there are only three GM-0873 billets listed on your command's MA, then only three members with this NEC may be awarded proficiency pay. That's the ruling contained in para. 4 of BuPers Inst 1420.121.—ED.



ON THE SIDE—Little Creek-based amphibious landing tank ship USS Traverse County carrying causeway on her sides heads for exercises.

Salty Family

SIR: I thought you'd be interested in this picture of a Navy and Coast Guard family, taken when we all happened to be home together on leave.

Left to right, the Navymen are my son, ADJAA Edward A. Kriedemaker, and my nephews AME3 William C. Adamson and DC2 Leroy F. Hug. I'm the chief at the right.

I served with the Navy from 1940 to 1945. During that time I was on the commissioning crews of three ships: USS *Santee* (AO 29), on which I served until her conversion to a USS *Hall* (DD 583), from commissioning to decommissioning.

In 1960 I joined the Coast Guard Reserves—mainly because the nearest Naval Reserve outfit was 40 miles away, while the Coast Guard was only seven miles from my home. Since then, however, I have learned about the history of the Coast Guard, and I can truly say I am proud to be part of it—as I was proud to be a member of our Navy.

I've never filled a recruiter billet; but in my contact with youth activities as a member of the VFW for the past 28 years, I have recommended the sea services to a lot of boys, and many of them joined up.

This picture is an example of how I feel about the Navy, the Coast Guard, and our country. — DCC Edward J. Kriedemaker, USCGR.

● *Thank you, Chief — both for your story and for your recruiting efforts. You have a right to be proud of your family and yourself.*—Ed.

Commendatory Remarks

SIR: Is it the intent of BuPers Inst. 1611.12A (Report on the Fitness of Officers, NavPers 1611/1) (2-28) to have commands hold correspondence such as letters of commendation presented locally until the time when an individual's fitness report is submitted to the Bureau?

If so, should this correspondence be submitted under separate letter of transmittal? — or, is the intent to have such items forwarded to BuPers for insertion in the service file immedi-



Chief Edward J. Kriedemaker and other salty members of his family.

ately after it is received by the individual? — D. L., LCDR, USN.

● *There's no set ruling that requires submission of commendatory material to the Bureau at the time fitness reports are submitted. Commendations and such may be forwarded at any time.*

However, since an officer's fitness report reflects his total performance, including the notation of any commendatory remarks, good administrative practice would seem to dictate holding such material until the fitness report has been drafted.

After it has served its purpose, all commendatory material relating to

officers should be forwarded to the Bureau (Pers E22) under separate letter of transmittal. — ED.

Wearing the Sword

SIR: My command recently held a full-dress personnel inspection at which the officers, including warrant officers (W-1), wore swords.

I later talked with several of the warrant officers, and they said they had been "advised" to wear swords "to lend uniformity to the officer ranks."

It had been my understanding that swords should not be worn by W-1s. Am I wrong?—C. A. R., WO1, USN.

● *No.*

"Uniform Regulations," in the description of the minimum outfit prescribed for officers (article 0110), states in a footnote that the sword is "not authorized for chaplains and warrant officers, W-1."

Article 0159 requires that the sword be worn with the Full-Dress uniform by all commissioned officers on active duty, including commissioned warrant officers (CWO-2, CWO-3 and CWO-4).

Reserve officers who serve on active duty for less than six months are excepted from this requirement, as are chaplains.—Ed.



Crewmen of USS *Grapple* (ARS 7) shown here manning the rail during their most recent cruise.

Practical Factors Are for Real

SIR: I have a feeling that some men have their practical factor sheets signed off as "completed" without, in fact, actually performing all the factors involved. I wonder just how widespread this practice has become.

Care to discuss?—G. D. W.

• We could say shame on you for suggesting that your shipmates might be giving their practical factor sheets a fast shuffle. However, we won't, for two reasons: (1) Your letter (not all of which appears above) seems to be well considered, and (2) you just might, unfortunately, be right.

There is no way of knowing just how widespread any rubber stamp treatment of practical factor sheets might be. We prefer to think that if anyone does brush off his advancement quals, be they practical factors, course assignments, or whatever, he belongs to an isolated minority.

The man who really is qualified for advancement doesn't mind proving it, and this, generally, is what practical factors are all about.

But whether and how well a man performs his factors usually is decided by his division chief or division officer. You know, the one who signs,

initials or otherwise certifies to the personnel office that a given factor was performed on a given date.

If this certifier agrees to a quick checkoff to "get 'em out of the way," or because he wants to be a "good guy," it is he, not the advancement candidate, who should be viewed as the ultimate heavy.

Now for another viewpoint.

Some Navymen feel that practical factors should be done away with, and defend the position with points such as these:

"Practical factors don't mean anything."

"No one takes them seriously."

"Being able to pass the advancement exam should be enough proof that a man is qualified."

"Factors are unrealistic and sometimes impossible to perform. For example: 'Use radiac instruments and perform monitoring and surveying operations on surfaces exposed to chemical, biological and radioactive agents.' Beautiful. How many guys have access to the equipment and facilities for that!?"

However valid such arguments might sound, no one can logically put down practical demonstrations of proficiency in certain skill areas. For example, shouldn't a would-be geo-

man or personnelman demonstrate that he can skillfully operate a typewriter — before he is rated and assigned office duties which require this skill?

Along this line, shouldn't any skill peculiar to any rating be performed only by those who are competent?

The pros and cons of practical factors have been argued for years. Whatever, they are with us, and unless they are modified or dropped altogether from advancement quals, the best bet is to do what the book says.

The book, in this case the "Manual of Advancement" (NavPers 15989), makes no allowance for hanky-panky. For the record:

Practical factors are skills and abilities required for advancement or change in rating which can best be demonstrated by performance.

Their importance "cannot be too strongly emphasized," as they provide an opportunity for each person actually to prove his ability in the practical aspects of his rating and his proficiency as a leader.

They indicate that a candidate "definitely can perform the required tasks."

The factors are noncompetitive and "no relative or absolute mark is assigned." Their completion "should never be cursory or hurried."

All practical factors for the next higher pay grade (or for change in rating) must be completed . . . "and completion thereof noted to the satisfaction of a responsible superior officer."

A man usually has the opportunity to qualify in practical factors before a given exam qualification deadline, but training periods should be scheduled if necessary.

An entry which certifies completion of practical factors must be made in the service record before the individual concerned may be considered eligible to take the related advancement or change in rating exam.

Practical factors are listed by rate and rating in the current "Manual of Qualifications for Advancement in Rating" (NavPers 18068). Checkoff sheets (NavPers forms 1414/1) which list factors by ratings and pay grades are available through supply channels.—ED.

A Stop for a Free Coffee Break May Help to Save Your Life

If you've never tasted "safety coffee," be sure to try some this holiday season. It will be served free in more than 10,000 restaurants located along the nation's major highways during the peak traffic hours.

Serving free coffee is part of the National Coffee Safety Stop Program, an effort to reduce the holiday death toll by getting road-weary motorists off the highways for rest breaks.

Participating restaurants will identify themselves by displaying a hexagonal sign with the message: STOP HERE . . . FREE COFFEE . . . SAFETY BREAK. They will serve during the following hours:

Christmas Eve: 1800 to 0600 Christmas Day.

Sunday, 28 December: 1800 to 0600 29 December.

New Year's Eve: 1800 to 0600 New Year's Day.

Sunday, 4 January: 1800 to 0600 5 January.

Just in case you travel a highway where free coffee is not offered, stop anyway. The price of a cup of coffee might save your life.

YN Repair Party Leader

SIR: My congratulations to YN2 Ronald H. Waterman for qualifying as a gun mount captain, as reported in an earlier issue of ALL HANDS.

I believe I'm one of the few yeomen in the Navy who has held the billet of repair party leader.

While stationed aboard *uss Courtney* (DE 1021) from June 1966 to November 1967, I was assigned to a repair party as a hose tender. After many hours of General Quarters and training, I was assigned as leader of Repair Party 3 Aft, with eight or 10 men, including a DC2, under my supervision.

I feel that this was a considerable accomplishment for a yeoman 2nd class—YN1 Richard G. Washburn, USN.

• *You are to be congratulated for taking on a heavy responsibility—and for not claiming a record. We're deluged with alleged firsts, mosts, onlys and bests; it's refreshing to receive a modest one-of-the-few.*

You have the sympathy of a JO2 on our staff. On his last ship, he was suddenly promoted from phone talker to repair unit leader when the repair party officer noticed that he was the senior man in the dozen-man unit, which included a DC3. His new position lasted only a week, until a chief shipfitter was assigned to the unit; but he says it seemed much, much longer.

Probably several other men in admin ratings could recount similar experiences. We have no way of knowing how many, but they all deserve a vote of thanks.—ED.

Jim Texas No Shaggy Dog

SIR: The article "Shaggy Dogs and Other Tales" (ALL HANDS, July 1969) brought to mind an old friend named Jim Texas.

During World War I, we had a division of battleships, including *uss Texas*, on station with the British Fleet. One day while all the ships were at anchor, Admiral Beatty of Great Britain signaled the American ships that he had a young bull pup he'd be happy to give to whichever ship wanted it.

Each ship, except *Texas*, quickly

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers G15, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

- *uss Wharton* (AP 7)—A reunion will be held in San Francisco, July 1, 2, 3. For more information, write to Roy J. Vehorn, 918 Hedrick Circle, Statesville, N. C. 28677.
- *uss Capricornus* (AKA 57)—A reunion will be held in New Orleans 25 February. For details, write to Steven Hiss, 2361 Robin Road, West Palm Beach, Fla. 33401.
- *uss Essex* (CV 9)—A reunion will be held in Louisville, Ky., on June 17, 18, 19. Contact William

Philpott, 2709 Conestoga Ave., Louisville, Ky. 40210 for details.

- *uss Biloxi* (CL 80)—A reunion will be held in New Orleans 7 March. For details, write to Tom Gary, Wildwood Plantation, R. R. #3, Greenwood, Miss. 38930.
- *uss Mobile* (CL 63) — The third reunion will be held in Burlingame, Calif., at the LeBaron Hotel on July 3, 4, 5. For further information, write to W. J. Conway, 29 Buckingham Way, San Francisco, Calif. 94132.
- *uss Hobby* (DD 610)—Crewmembers who served aboard during 1942-46 and who are interested in holding a reunion, with time and place to be decided, contact Rocco P. Caruso, 3046 Arnold Ave., Horseheads, N. Y. 14845.

signaled back that it wanted the puppy. Rather than signal, *Texas* immediately dispatched a boat to pick up the pup. Such enterprise won the ship the bulldog and the crew promptly named him Jim Texas.

By the time I reported on board



Jim Texas, a salty dog from USS Texas.

six years later, Jim Texas was the king of the wardroom. I didn't rate much with Jim as a newcomer, but finally he accepted me and we became good friends.

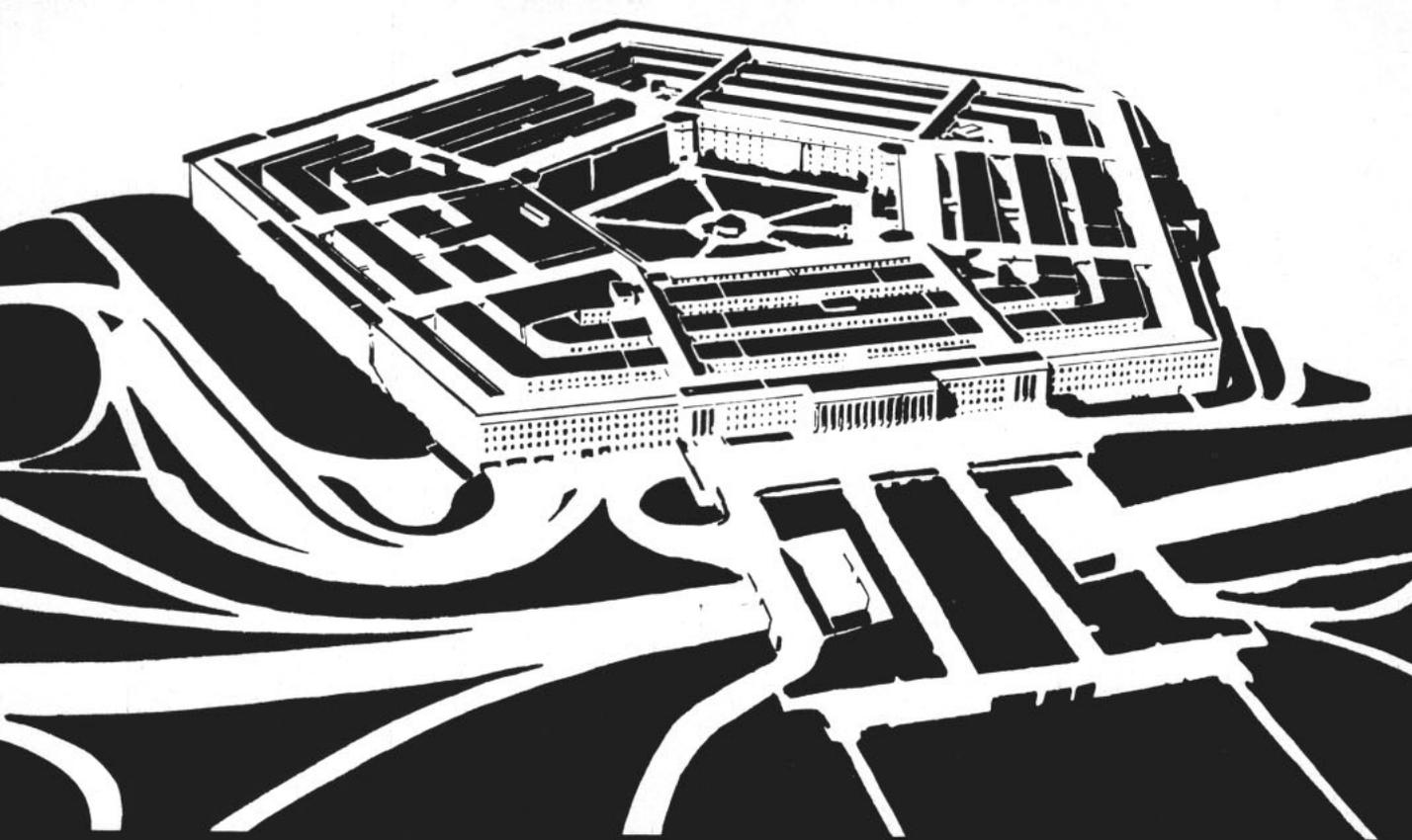
Jim detested gunfire. During battle practice he'd retreat to the lowest double bottom. However, we tried to be considerate of his dislike for gunfire and usually made other arrangements for him when gunnery practice was in the routine. Before leaving port, we'd usually have one of our wives give Jim a billet ashore.

When it was my wife's turn to accommodate Jim, she was glad to have his company but he literally was a handful. With his powerful legs going full and by, it was all she could do to guide him by his leash, much less hold him back.

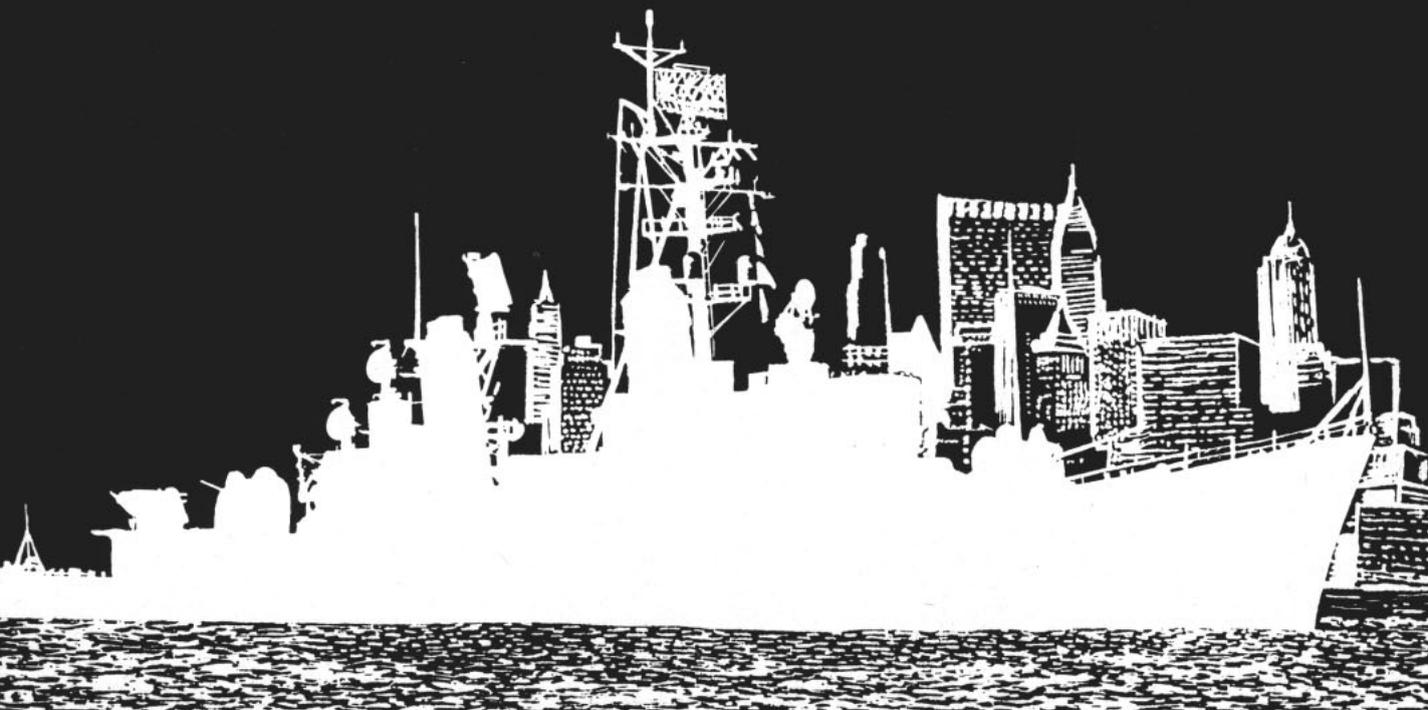
As Jim got older, he lost almost all of his teeth, but his looks were ferocious to the end.

Jim Texas has long since been on a happier, well-earned cruise where gunfire doesn't blast in his ears. But his memory lingers.—Captain L. Wainwright, USN (Ret.).

• *Thanks for the story on yet another Navy mascot, and for the picture of Jim Texas wearing one of your old hats (see cut).—ED.*



SEAVEY



ROUNDUP ON ROTATION FROM SEA TO SHORE

STANDING on deck on a bright spring day, with enough of a sea to give rhythm to the motion of your ship, watching the dolphins racing alongside the bow — this is a part of the appeal of the seagoing life.

But there comes a time, as you near the end of a sea tour, when thoughts turn to shore duty prospects, not merely for the excitement of a short visit to a foreign port — but for changing scenes, new assignments, and for some, resumption of normal family life. Rotation to shore duty!

Before we start in on the subject of rotation let's take a quick look at the over-all picture involving the sea service — its fleets of ships and the people who man them.

IN CARRYING OUT its mission the Navy has commitments which take its members to all parts of the world. This mission calls for the operation of more than 900 commissioned ships, ranging from landing ships to carriers, and 1710 shore activities — naval stations, bases, and other commands. It takes 770,000 active-duty members of the Navy family to carry out all these functions. Of this number, some 685,000 are enlisted personnel, the core of the manpower organization ashore and afloat.

The rotation of Navy people from shore to sea and sea to shore is possibly the most demanding assignment that faces a personnel management organization. It involves the rotation of enlisted naval personnel between some 130,000 CONUS shore billets, 343,000 sea billets, 49,000 overseas (sea duty) billets, 22,000 overseas shore billets, and 11,000 preferred sea duty (neutral time) billets, not to mention in excess of 100,000 men who are in training, transit, or some other short-term status at any given time.

Our purpose on the following pages is to tell you about one aspect of this management responsibility insofar as it applies to you. It is Seavey, the career rotation system from sea to shore.

The Navy recognizes the need for shore assignment. However, it is not possible to give you shore duty whenever you want it and maintain an equitable rotation of personnel.

There must be a way to transfer men ashore that takes their preferences into account, preserves the balance between sea and shore manning, and is reasonably fair to all concerned.

There is a way. It's called Seavey.

THE SEAVEY (Sea Survey) system, which regulates transfer from sea to shore for PO1s and below in

most ratings, has three main aims: to leave enough men at sea to man the ships; to transfer the men who have been at sea the longest; and as far as possible to send them to the location and type of duty they prefer — with the understanding that the needs of the service must take precedence.

More people will ask for duty in the most desirable places than are needed there; while fewer people than are needed will request the out-of-the-way duty stations. Some will be disappointed.

But the distributors and detailers in the Seavey system go as far as they can to give men the duty they want. And they have a reasonably good record of satisfaction.

Who Isn't Affected

THE FOLLOWING PEOPLE are transferred under separate programs directly controlled by the Bureau of Naval Personnel, and therefore are not affected by the Seavey system:

- Chief Petty Officers (as of 1 October this year), Senior Chiefs and Master Chiefs. Details of the new rotation system for the top three enlisted grades were given in a recent issue of ALL HANDS.
- Undesignated Seamen, Firemen, Constructionmen and Airmen, and all men in pay grades E-1 and E-2.
- Personnel in the ratings DK, DP, TD, MU, AC, AG, AW, OM, IM, DM, ML, PM, PH and PT.
- Enlisted women.
- Men designated as Aviation Pilots (AP).
- Men with limited duty designators L-1, L-5 or L-6.
- TARs.
- Insular Force personnel.

Hospital Corpsmen and Seabees are included in the Seavey lists; however, because of the special needs for these men in Vietnam, some special assignment procedures have been in effect for them.

Who Carries Out Seavey Program

THE ORGANIZATION within the Bureau of Naval Personnel which has responsibility for Seavey and other rotation programs is the Enlisted Personnel Division (Pers-B2). It has the job of juggling preferences and allowances and, somehow, coming up with all necessary billets filled — and as many men as possible happy.

To do its job, it uses three Enlisted Personnel Distribution Offices (EPDOs), three Personnel Accounting Machine Installations (PAMIs), and a variety of smaller activities, some of which do research on how to improve the system. And finally, its work depends

on the personnel offices of all the individual ships, stations, squadrons and other units in the Navy.

The EPDOs are EPDOPAC, in San Diego, for the Pacific Fleet; EPDOLANT, in Norfolk, for the Atlantic; and EPDOCONUS, in Bainbridge, Md., for the continental U.S. Almost all billets for PO1 and below — all but a very few which are directly controlled by BuPers in Washington — are under the control of one of the three.

The staffs of EPDOPAC and EPDOLANT include representatives of the various type commands in the fleets. Names of men who are made available by BuPers to these two EPDOs are posted to the type command representatives, who then assign them to specific units.

EPDOCONUS, on the other hand, is organized on a rating control basis, like BuPers itself. A desk in the EPDO assigns men in each of a group of ratings throughout the continental U. S.

Each of the three EPDOs is supplied information by a PAMI. The PAMIs are linked with a computer installation in BuPers. Through this network, information on the current status of every man in the Navy is readily available to any part of the system.

Obviously, the information must be up to date and accurate, or the system just won't work. To check the facts at their source, the Enlisted Distribution and Verification Report (BuPers Report 1080-14) is sent to every command once a month. The "Ten-Eighty" contains a read-out of all pertinent information on everyone assigned to that command. Each month, the unit's personnel office must verify the accuracy of the report and, on some ships, it is posted on a bulletin board to enable all hands to see what their status may be.

How Does Seavey Work?

BEFORE DISCUSSING how this organization transfers you from sea to shore, let's define some terms.

Shore duty for rotation purposes includes duty at shore bases in CONUS, certain Fleet activities considered shore duty, and certain preferred overseas shore activities where there are suitable family accommodations and the normal accompanied tour is three to four years.

Sea duty for rotation purposes includes:

- **Arduous Sea Duty** — assignment to ships or units which spend considerable periods away from home port during local operations, and at sea.

- **Overseas Shore Duty** — where accompanied tours are 24 months or less.

- **Toured (non-rotated) Arduous Sea Duty** — duty in non-rotated ships, staffs or units homeported outside CONUS; 12-month unaccompanied tour ships and staffs listed in OpNav Inst 4600.16 series; or SSBN submarines.

- **Preferred Sea Duty** — duty in ships, squadrons or staffs which normally remain in port, or only make short local trips. Time served in such units is "neutral time," which does not count either as sea or shore duty for purposes of rotation.



Article 2.3 of the *Transfer Manual* provides more complete definitions of these terms.

THE BASIS of the enlisted rotation system is the need to keep each rating balanced between sea and shore. In a given rating, there might be three times as many sea billets as shore billets. A man in this rating could therefore expect to spend three times as long at sea as ashore — for instance, six years at sea, then two years ashore. In another rating, the number of sea and shore billets might be roughly equal; so a man in that specialty would be likely to spend half his career on each kind of duty.

In the case of the three-to-one rating, it would be unfair to assign a shore billet to a man who had spent only five years on sea duty if there was a man in the same rate who had six years' time under his belt. The one who has the longest time at sea must be given priority for shore duty.

Sea Duty Commencement Date

THREE TIMES A YEAR the Enlisted Personnel Division makes a survey of all men on sea duty — the Seavey. It decides how many men of each rate need to be transferred ashore to fill the available billets; then, on the basis of the Seavey, it publishes a list of Sea Duty Commencement Dates (SDCDs) by individual rates/ratings under Seavey control. The list is released and effective on 1 November, 1 March and 1 July of each year.

Any man whose present sea duty (which, of course, does not necessarily mean duty in his present ship) began in or before the published SDCD month for his rate and rating is eligible for transfer ashore, provided he meets other requirements. In the common phrase, he's "on Seavey."

For instance, let's say that the SDCD for your rate in the newly announced list is April 1966. Your present sea duty began in March '66, so you're eligible for Seavey. But your buddy in the same rate didn't begin his sea duty until May '66. He doesn't have enough sea time, so he'll have to wait until the SDCD moves to May 1966 or later.

In certain special situations — for instance, if you served some neutral time, or were on the precommissioning detail of a new ship — figuring out if you have enough sea time to be eligible becomes more complex. More on that later.

Even if you don't happen to see the list of SDCDs (which will be posted on your personnel office bulletin board and published in ALL HANDS and other publications), you'll be informed if you're on Seavey. Twenty days after the list of SDCDs is announced, each EPDO mails rotation data cards (RDCs) to your command. If you have enough sea time to be eligible for transfer, your RDC will be included. Your personnel office will inform you that you're on the list, and will set up an interview.

The Obligated Service Requirement

BESIDES HAVING enough sea time behind you, there's another requirement you must fulfill before you can be transferred ashore under Seavey: Obligated Service. This will be the first item of business when you are interviewed at your personnel office.

You must have 24 months of obligated service from the last normal order-issuing month of your Seavey segment. For the A segment, the last order-issuing month is May; for the B segment (announced in March), it's September; and for the C segment (announced in July), it's January.

For example, assume your SDCD came up in the C-69 segment, announced this July. The last normal order-issuing month for this segment will be January 1970. Therefore, you must have obligated service extending at least to January 1972.

If your obligated service already extends to January 1972 or beyond, you're eligible for transfer ashore on that count. But if your present Expiration of Active Obligated Service (EAOS) is before January 1972, you must reenlist or extend to that month, or later, to be eligible. If you do not obligate, you will not be included in the Seavey submissions and will remain at sea.

You may cancel your extension if you have not received orders by the end of the month following the last order-issuing month for your segment, or any time thereafter. For example, if you are in segment C-69, you are allowed to cancel your extension at the end of February 1970 or later, if you haven't received shore orders by then. (See Article 3.25 of *TransMan*.)

If you wish overseas shore duty accompanied by your dependents, your obligated service must be more than the standard 24 months; it must total 36 or more months, depending on the length of the normal accompanied overseas tour at the place you want. (See the table of overseas tour lengths elsewhere in this issue.)

If you elect to extend rather than reenlist, you may extend in one-month increments. For example, if you're on Seavey C-69 and your present EAOS is 17 Aug 1971, your minimum extension is five months,

Steps in Your Rotation to Shore Duty

Action	A Segment	B Segment	C Segment
Cutoff dates announced	1 Nov	1 Mar	1 Jul
Rotation data cards mailed to commands	20 Nov	20 Mar	20 Jul
Deadline to return cards to PAMI	20 Dec	20 Apr	20 Aug
Normal order-issuing months	Feb-May	Jun-Sep	Oct-Jan
Normal transfer months	Jun-Sep	Oct-Jan	Feb-May

Note: Article 3.14 of the *TransMan* refers.

to make your new EAOS 17 Jan 1972. You may not extend only four and one-half months to 1 January.

If you're serving on toured sea duty, there's an additional requirement: You must have a Tour Completion Date that falls within the transfer months of the current segment. For example, if your SDCD appeared in the C-69 list, your TCD must be between February and May 1970 to be eligible for transfer ashore.

The Vey Interview

NOW THAT YOU HAVE the required obligated service matter squared away, you proceed to the most important part (to you) of the Seavey process: the Vey interview. Here, with the help of a personnelman, personnel officer, or career counselor is where you will express your preferences for shore duty.

You've got the whole world to choose from, but it must be expressed by three choices, in order of preference.

However, there are precautions you should take before you make your choices.

First, check the lists of shore billets in this issue to see how many billets for your rate are in the places you want. Obviously, if there are no billets listed, you stand zero chances of being sent there. On the other hand, the more billets there are, the better your chances.

(An editorial note here: There is, of course, a definite time lag between the time the list was compiled and the time you read this. Because of the changing nature of the Navy, there are bound to be





some discrepancies but, by and large, they will be relatively minor. We hope.)

For example, let's say you're a GMT2, and the place you'd really most like to go to is your home state — Texas. You look up your rate in the table of billets. Unfortunately, there aren't any GMT2 billets in Texas, so it would be a waste of time to put that down. But perhaps you can hit a nearby state. You try Oklahoma, Louisiana and Arkansas. Still no billets. But then you notice that in New Mexico there are seven GMT2 slots. Fine.

Should you list New Mexico as your first choice? Remember that the list includes both filled and vacant billets. There is a chance that very few — perhaps none — of them would fall vacant at the right time.

Here's how (very unofficially speaking) to figure your average chance: Take the normal shore tour length for your rate from the list in this issue. Remember that the Seavey process happens once every four months, so you divide the shore tour length by four. Now divide the number of billets available by the result. Your final figure tells you the average number of billets that become vacant for each cycle.

For example, the shore tour for a GMT2 is 36 months. Divided by four, this gives nine. Seven (the number of GMT2 billets in New Mexico) divided by nine gives less than one. This means that, on the average, one GMT2 billet in New Mexico, will become vacant less often than once a cycle. Not so good.

However, if you wanted to try Virginia, where there are 39 billets for GMT2s, you would find that an average of more than four billets become vacant each Seavey. Your chances of getting duty in Virginia are more than five times better than the chances of New Mexico.

THIS BRINGS UP the second precaution:
Don't limit your choices.

If you do so, your orders may be delayed or you'll be sent somewhere you don't want to go.

If you, as the GMT2 in our example, want to put down New Mexico as one of your choices, feel free. But as shown above, only one billet is likely to be open and there may be several GMT2s who want it.

If you made all three of your choices that narrow, you probably would not receive orders during the normal order-issuing months.

How Open Billets Are Assigned

TO ILLUSTRATE why it isn't wise to limit your choices, this is how open billets are assigned in Seavey:

The distributor who is filling a certain billet first goes down the list of men of the proper rating (or sometimes men of a certain NEC or service rating) to find one who has listed the area as his first choice. If more than one have asked for the billet, the man who has spent the longest on sea duty has preference.

For instance, a GMT2 billet falls vacant in Virginia. The distributor goes down the list of GMT2s on Seavey to find one who has listed Virginia (or a larger area which includes Virginia, such as the eastern half of the U. S.) as his first choice. If he finds one, fine. The man is in line for orders. If he finds two, the one who has been on sea duty longer will receive assignment to the billet.

If he can't find a man who has listed Virginia as his first choice, he then repeats the process with the second and subsequent choices, until the billet is filled.

It is probable that there would not be a New Mexico billet; therefore, the man who had limited his first choice to New Mexico wouldn't get orders until the distributor gets around to the list of second choices.

If you really want that New Mexico billet badly, go ahead and put it down as your first choice. But then make your second and subsequent choices as broad as possible.

If you don't, you may not get orders until months after the usual time, and they may be for a place you've never heard of. If, after several months, there are no vacancies at the places you've selected, the assignment officer has no choice but to order you to meet the Navy's requirement.

So even if our GMT2 puts New Mexico as his first choice, he would be wise to give second and third choices in Virginia or other places where there are more billets for his rate. He will receive orders much sooner.

One final thought on the subject: *Don't duplicate your choices as a means of emphasis.* You will just be wasting your chances.

There is a space for fourth duty preference. This is for listing overseas duty you would prefer if there are no billets in your CONUS choices.

If your first three choices are for overseas, use this fourth block to list CONUS choices if your overseas choices are filled. (Men who serve a shore tour over-

seas are not normally sent overseas for their next shore tour unless they specifically request it.)

On the back of the Vey Interview form is a space for remarks. This includes any special considerations you may want to bring to the attention of the assignment officer. If you want a special kind of duty, here's the place to make it known. If your wife is expecting a baby and you are afraid that her due date will conflict with your transfer date, tell the detailer. No promises can be made, but any pertinent information will be given consideration.

Another space on the back of the form is reserved for listing special qualifications. Full information in this space may also have an effect on your assignment.

The Rotation Data Card

UPON COMPLETION OF THE INTERVIEW, your part of the Seavey process is finished. Information from the interview is transcribed by your personnelman onto a Rotation Data Card which is sent to the appropriate PAMI. This information, with the facts the PAMI already has on file, is forwarded to BuPers.

Except for a handful of special billets which must be controlled directly by the Bureau in Washington, detailed assignments are made by the appropriate EPDOs. In most cases, rate controllers in BuPers "make men available" to the EPDOs for transfer in a specified month. Then the EPDO makes the detailed assignment to a specific duty.

The 1A Card

WHEN BUPERS makes its drop of men to the EPDOs, each man's present command receives a 1A card. The card tells your month of transfer and the EPDO to which you are being assigned.

The 1A card, in addition to telling you when you are due for transfer, also gives you your first hint as to where you are being assigned. It contains a code that indicates which Distribution Commander you will be assigned to, or what general overseas area you'll get. (Codes are listed in Chapter 24 of the *Enlisted Transfer Manual*.)

Receipt of the 1A card also means that orders from the EPDO will soon follow—usually within two or three weeks. The assignment, coupled with the 1A card will give your exact duty station. From this point on, you're involved in travel and transfer regulations.

If you are among the very few who do not receive orders during, or within a month after, the normal order-issuing months, you have two alternatives:

- Wait for orders from the next Seavey segment. You are still eligible for shore duty, and need not incur any additional obligated service.

- Request cancellation of your extension of enlistment. If you do this, you are no longer eligible for shore orders.

Your orders will state the month you are to be transferred. Your command will set the day. You will probably depart during one of the four normal transfer months for your Seavey segment (February through

May for the C segment), but special considerations may make it necessary for you to transfer later. More on this below.

What Counts as Sea Duty?

IN MOST CASES, computation of sea duty is easy; if you went to sea duty in or before the SDCD month given in the current Seavey, you have enough sea time to be eligible. But in certain cases, figuring your sea duty commencement date can become somewhat complicated:

- If you go to sea duty, then go to school as one of the Programmed School Input personnel, then return to sea duty, your time at school counts as sea duty in computing eligibility for rotation.

- If you leave the U. S. to report to sea duty (to report to a ship that is already deployed, for example), your SDCD is the month you left the States.

- If you report to new construction, conversion, transition or reactivation of a sea duty unit, up to six months of the time from reporting to commissioning counts as sea duty for computation of SDCD. (In the case of nuclear-powered units, up to six months of the time from reporting to the Initial Builder's Sea Trials counts as sea duty.)

To illustrate: Suppose you went to sea 15 Apr 1965. On 15 Apr 1967 you reported to the precommissioning detail of a ship under construction. The ship was commissioned 15 Jan 1968.

You served nine months on the new construction before commissioning. Up to six months of it counts as sea duty. So you will add three months to your original SDCD of April 1965; thus your new SDCD is July 1965.

If you report to new construction from shore duty, the same principle applies: Up to six months of your precommissioning time counts as sea duty. For example, if you reported from shore on 15 Apr 1967 to a ship commissioned 15 Jan 1968, your SDCD for Seavey purposes is July 1967—six months before commissioning.

- In some instances, particularly if you are a key man in your unit, your commanding officer may institute an "operational hold" to delay your transfer to shore duty during a deployment. If you are scheduled to be transferred at any time during the deployment



or a month before, he may keep you aboard until the end of the deployment.

You may learn about the rules for operational holds by asking your personnel officer. However, operational holds are normally not made in these circumstances:

- Where your rating is manned at 100 per cent or more in pay grades E-2 through E-9, and 90 per cent or more in the PO2 rate and above.
- Where a timely relief for you has been authorized by the appropriate distribution commander.
- If your CO decides he can spare you without affecting the mission of the unit.

Normally, operational holds do not apply to men being transferred to nonrotated sea duty, preferred sea duty, schools, or duty stations for which orders were received as a reenlistment incentive. However, even in these cases the commanding officer may request a hold from the originating authority if the man in question is a key person.

- If you are eligible for Seavey, but would rather stay at sea, you have the option of requesting an indefinite sea extension. Approval will depend on the needs of the Navy, and approval doesn't guarantee that you will stay at your present duty station. Furthermore, your request for extension of sea duty will not be approved (except in the most unusual circumstances) if you submit it after your shore orders have been issued.

When you receive an indefinite sea extension, you may not ask for it to be ended within a year. (See Article 3.35 of *TransMan*.)

- Certain highly qualified petty officers may request duty as recruiters, instructors, recruit company commanders or career counselors. Recruiters must be PO2s or above; career counselors and recruit company commanders are PO1s or higher. Rules for submission of your application are contained in the *Transfer Manual*, Chapters 4, 5 and 9.

- If you have broken service—that is, were out of the Navy for three or more months and then came back in—you cannot keep your former SDCD. Your sea time must be continuous, so your new SDCD will be the month you went to sea duty after you came back in.

- If you were omitted from the Seavey list by mistake, notify your personnel office. They will send a speedletter to the Bureau to get you on the list. (See article 3.27 of the *TransMan*.)

- Neutral time billets are normally filled from a waiting list, maintained by the Fleet EPDOs, of men on sea duty who have requested transfer to these preferred sea duty stations. Time served in such units does not count either as sea or shore duty; therefore, men transferring from preferred sea duty will have their SDCDs recomputed at the end of the tour by the Fleet EPDOs.

The following rates and NECs are exempt from the usual policy on neutral time billets: DT, OM, IM, ML, PM; ET with NEC of 1598; SF with NECs 4921, 4922 and 4923; HM with NECs of 8407 and 8498.



RATING CONTROL

Gives You Personal Attention in Assigning You to Shore Duty

THE RATING CONTROL SYSTEM in the Bureau of Naval Personnel brings several benefits to the Navyman being transferred:

- It assures that his assignment will be considered by someone in his rating or a closely related one. This allows better matching of men to jobs available.

- It allows the distributor more time to consider individual needs, wishes and qualifications before the assignment is made. Under the earlier system, before rating control was instituted, there was one distributor for every 30,000 men in the Navy. Rating control operates with one distributor for each 5000 men.

- It provides a sympathetic point of contact in BuPers for his rating. Rating control distributors keep in contact with other sections of BuPers, the offices of CNO, and other commands. They are able to discuss special problems involving their ratings while the problems are still small enough to handle.

Sounds good. But just what is rating control?

IT'S PRECISION DISTRIBUTION by rate controllers. The Bureau's transfer system is divided into separate groups, each unit handling a small group of ratings and partly manned by senior petty officers of those ratings. Each staff is concerned with all aspects of the

ratings covered: training, rotation patterns and distribution.

Each rate controller receives information on every man in his ratings who is due for transfer: his duty choices, obligated service, qualifications, and any unusual situations that may affect his transfer—such as a request for special duty, the time a wife is expecting, or a request not to serve in specific areas.

In the case of chief petty officers and above, the BuPers controller then assigns the man to a specific billet. For lower-rated petty officers and designated strikers, the rate controller makes them available to one of the three enlisted personnel distribution offices, such as EPDOPAC, EPDOLANT or EPDOCONUS, for further assignment.

PO1s and below who are under EPDOCONUS—that is, who are being transferred to shore duty in the continental U. S.—receive another benefit of rating control. EPDOCONUS is organized on a rating control system parallel to that of BuPers.

YOU HAVE A FRIEND in rating control. If you want to contact him about distribution procedures by means of an unofficial letter, find the specific Pers number from the list on this page of this issue, and include it in the following address: Chief of Naval Personnel, Pers B- -, Navy Department, Washington, D. C. 20370.

Or, if you're in Washington, you may visit your rating control unit. All but the MU controller are located in the Navy Annex, Arlington, Va. The MU controller is located at 800 N. Quincy St., Arlington, Va.

Phone numbers for rate controllers are found in the Department of Defense phone directory, if your command happens to be fortunate enough to have a copy.

One point, however: Official requests must be sent through channels. The above means of contacting rate

Here's Your Contact in Rating Control

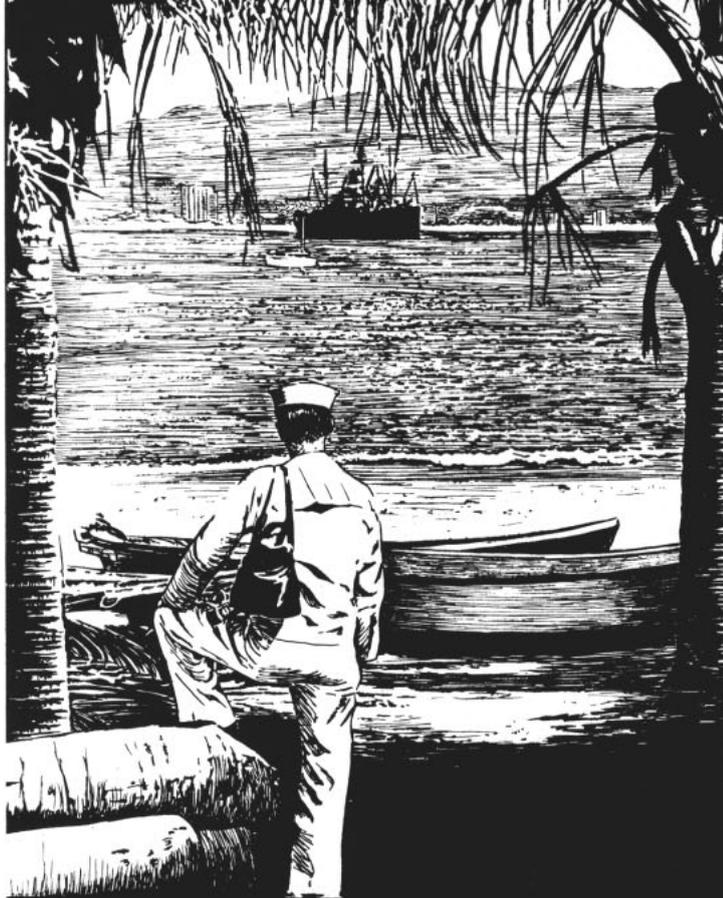
Rating or Specialty	Pers Number
Instructor, Recruiter	B2121
MAAG, Mission, Joint Combined Staff	B2122
Diver, Special Projects, Surface New Construction	B2123
Washington Navy Dept. activities, Flag Writers, Flag SDs	B2124
MT, FTB, Submarines, Nuclear Power, Polaris*	B213
AX, AT, AQ, AE, TD, AV	B2141
AD, AM, PR, AZ, AF	B2142
AB, AO, AS, PT, PH	B2143
AC, AG, AW	B2144
YN, PN, LI, PC, JO	B2151
DK, SK, AK, CS, SD, SH	B2152
SM, QM, BM, HM, DT	B2153
MM, BT, BR	B2154
EM, IM, OM, IC, PI, MR	B2155
SF, DC, PM, ML, DM, EN	B2156
FT, GM	B2161
ST, TM, MN	B2162
ET, DS	B2163
RD, DP	B2164
RM, CYN	B2165
Security Group	B2166
MU	B2167
Group VIII (CB) Ratings	B217

*Navymen with nuclear power or Polaris support NECs are handled by this desk, regardless of rating.

controllers are only for unofficial correspondence. They already have all the information you gave to the personnelman in your interview, and have access to your service record. Every bit of information will be given careful consideration before you are assigned to a billet.

Your own personnel office is your best point of contact. But behind the scenes, your rating controller is working to insure that you find a job and a place that suits you—and the Navy.





For Career Planning:

TOUR LENGTHS AT OVERSEAS DUTY STATIONS

Here's a list of overseas duty stations and standard overseas tour lengths as described in BuPers Inst 1300.26D, Change 1.

Generally, the time creditable on your overseas tour begins on the day you actually depart from the United States.

Technically speaking, overseas duty consists of military duty performed while assigned to a military installation or activity permanently located at a land station outside the United States or in Alaska or Hawaii.

Unless otherwise indicated, a standard tour begins with the departure from a United States port (except in Alaska or Hawaii) and ends with the day of return on permanent change of station.

The length of overseas tours is subject to change.

Locations indicated by N/A are areas where dependents are not permitted.

These tour lengths do not apply to attache personnel.

Country or Area	Tour With Dependents (In months)	Tour Without Dependents (In months)
Alaska		
Anchorage area including Elmendorf AFB and Fort Richardson	36	24
Fairbanks area including Eielson, AFB, Fort Wainwright and Ladd AFB	30	18
Big Delta area including Fort Greely, Juneau and Kenai-Whittier area, including Wildwood Station	24	18
Bethel, Kodiak Island and Nome	24	12
Aleutian Peninsula, islands west of 162nd meridian including Adak, Attu, Dutch Harbor and Point Barrow area	18	12
Clear, Fire Island and Murphy Dome	NA	12
American Samoa	NA	12
Antarctic region	NA	Indef
Argentina	36	24
Aruba	24	18
Ascension Island	NA	12
Australia (except as indicated)	36	24
Alice Springs and North West Cape	24	18
Austria	36	24
Azores	24	18
Bahamas		
Eleuthera	24	18
Andros Island, Grand Bahama Island, San Salvador and Turks and Caicos	NA	12
Bahrein Island	15	12
Belgium	36	24
Bermuda	36	24
Bolivia	24	18
Brazil (except as indicated)	36	24
Recife, Salvador and Santa Cruz	24	18
Fortaleza	NA	18
Burma		
(except Rangoon)	24	12
Rangoon	24	14
Cambodia	24	12
Canada		
Metropolitan areas	36	24
Labrador (except Goose AFB)	24	12
Goose AB	24	15
Newfoundland		
St Johns	36	24
Argentina	24	18
Stephenville	NA	12
Other areas	24	12



OVERSEAS ACTIVITIES

Considered
Shore Duty
For Rotation

Commander Service Squadron FIVE, Pearl Harbor
 Commander Destroyer Flotilla FIVE, Pearl Harbor
 Command and Control Systems Group, Oahu
 Degaussing Station, Pearl Harbor
 Dental Clinic, Pearl Harbor
 Director 14TH MC Dist. Naval Base, Pearl Harbor
 Defense Communication Agency, Pacific Area
 FAU, Commander Fleet Air, Hawaii, Oahu
 Fleet Composite Squadron ONE, Barbers Point
 Fleet Weather Center, Pearl Harbor
 Fleet Submarine Training Facility, Pearl Harbor
 Fleet Intelligence Center, U. S. Pacific, Oahu
 Fleet Operations Control Center, Pacific, Oahu
 FAU, Commander Flt Air Hawaii, Photo, Comp. Oahu
 Fleet Aviation Electronics Tra Unit, Pacific, Barbers Point Det
 Fleet Tactical Support Squadron 21, Oahu
 HQ, 14th Naval District, Pearl Harbor
 HQ, Fleet Marine Force Pacific, Oahu
 Inactive Service Craft Facility, Pearl Harbor
 Location Navy Exch, Radio Station, Luualalei
 Military Camp Det, 14th ND, Oahu
 MSTs Office, Oahu
 Naval Facility, Barbers Point
 Naval Exchange, Kauai
 Medical Administrative Unit, Tripler Army Hospital, Oahu
 Mobile Technical Unit ONE, Oahu
 Marine Corps Air Station, Kaneohe
 Naval Station, Pearl Harbor
 Naval Supply Center, Pearl Harbor
 Navy Exchange, Naval Station, Pearl Harbor
 Naval Astronautics Group Det Charlie, Oahu
 Naval Facility Engineering Command, Oahu
 Navy Courier Service Det, Honolulu
 Naval Weather Service Environmental Det Honolulu
 Naval Ammunition Depot, Oahu
 Navy Branch Oceanographic Office, Honolulu
 Navy Exchange, Sub Base, Pearl Harbor
 Naval Investigation Service Office, Honolulu
 Naval Investigation Service Office, Pacific Area, Honolulu
 Naval Manpower Validation Shore Survey Team, 14th ND, Oahu
 Navy Exchange, NAS, Barbers Point
 Naval Air Station, Barbers Point
 Pacific Command Admin Det, Oahu
 Preventive Medicine Unit SIX, Pearl Harbor
 Pacific Missile Range Facility, Hawaiian Area
 Pacific Command Military Assistance Program Data Center, Oahu
 Pacific Liaison Office, Hawaiian Sea Frontier, Oahu
 Pearl Harbor Naval Shipyard

Argentina
 Attache, Buenos Aires
 U. S. Military Group, Buenos Aires

Australia
 Attache, Canberra
 U. S. Sending Office, Canberra

Belgium
 Live Oak, U. S. Element, EUCOM, Casteau
 COMSTRIKFLTLANT Rep, EUR, Brussels
 MAAG, Brussels
 NATO Military Committee, Brussels
 SACEUR, Casteau
 USNATMILREP, EUCOM, Casteau

Bermuda
 Aircraft Support Det, Kindley AFB
 Commissary Store, Naval Station
 Navy Exchange, Naval Station
 Naval Facility
 Naval Station
 Naval Weather Service Environmental Det
 Underwater Sound Laboratory
 Explosive Ordnance Disposal Det, Hamilton

Brazil
 Comm Technical Group, Rio de Janeiro
 U. S. Military Group, Rio de Janeiro

Canada
 Exchange Officer, Ottawa
 Liaison Loan Officer, Ottawa

Chile
 Attache, Valparaiso
 U. S. Military Group, Valparaiso

Denmark
 Attache, Copenhagen
 HQ, Baltic Approches, Karup
 MAAG, Copenhagen

Germany
 COMNAVVALTAP, Kiel
 COMSTS ELM Area, Bremerhaven
 Defense Comm Agency EUR Area, Stuttgart
 EUR Electronics Intel. Center, Wiesbaden
 HQ, US EUCOM, Stuttgart
 MAAG, Bonn
 Security Group Activity, Bremerhaven
 Security Group Activity, Todendorf
 Spec Act USEURCOMD, Heidelberg
 Supp Oper Task Force EUR, Stuttgart

Hawaii
 Auxiliary Repair Dock 30, Pearl Harbor
 Branch Commissary Store, NAS Barbers Point
 Branch Commissary Store, Ford Island
 Branch Commissary Store, Luualalei
 Branch Navy Exch, Navy Comm Sta. Wahiwa
 Branch Navy Exch, NAD, Pearl Harbor
 Commissary Store, Pearl Harbor
 Commander Anti-Submarine Warfare Force, Oahu
 Commander In Chief, U. S. Pacific Fleet, Oahu
 Commander Hawaiian Sea Frontier, Oahu
 Communication Station, Oahu
 Commander in Chief, Pacific, Oahu
 Commander in Chief, Pacific Airborne Command, Oahu
 Commander Service Force, U. S. Pacific Flt, Oahu
 Commander Const. Battalions, Pacific, Oahu

Regional Finance Center, Pearl Harbor
Reserve Training Center, Honolulu
Reserve Supplement HQ, 14th ND, Oahu
Reserve Training Facility, Hilo
Special Communication Division, Naval
Communication Station, Honolulu
Submarine Base, Pearl Harbor
Security Group Department, Comm.
Station, Honolulu
Security Group Det, CINCPACFLT, Oahu
Training Device Center Regional Office,
Pearl Harbor
United States Armed Forces Institute, Oahu

Hong Kong (British Crown Colony)
Attache

Italy

Air NAVO FAU COMFAIR Med, Naples
Attache, Rome
COMSUBMED, Naples
COMSTS Med Sub Area Leghorn
Commissary Store, Naples
Communications Unit, Naples
COMSTRIKFORSOUTH, Naples
USNH, Naples
HQ, Maritime AF Med, Naples
NATO Defense College, Rome
Naval Air Facility, Naples
Naval Support Activity
Naval Overseas Air Cargo Terminal, Naples
Naval Weather Service Environmental Det
Navy Exchange, Support Activity, Naples
Naval Air Facility, Rome Det
Naval Courier Service Det, Naples
Preventative Medical Unit SEVEN, Naples
RPMIO, Naples
Security Grp Det, Naval Support Actvy,
Naples
US Sending State Officer for Italy, Rome
VR 24, Naples

Japan

Aircraft Escort Service Comp., Atsugi
Attache, Tokyo
Branch Commissary Store, NAS, Atsugi
Commissary Store, Yokohama
COMSTS Far East, Yokohama
Commissary Store, HQ, SUPPACT, Yokosuka
Communication Station, Yokosuka
Commissary Store Fleet Activity, Sasebo
Commander Naval Forces, Yokosuka
Commander, U. S. Forces Japan, Atsugi
Dental Clinic, Yokosuka
Explosive Ordnance Disposal Det, Sasebo
Explosive Ordnance Disposal Det, Yokosuka
Finance Off, Yokosuka
Fleet Activities, Yokosuka
Fleet Weather Facility, Yokosuka
Fleet Activities, Sasebo
FAU, COMFAIRWESTPAC
Logistic Rep WESTPAC (COMCRUDESAPAC)
Location Navy Exchange, ALF, Kisarazu
Misc HM Tra. USNH, Yokosuka
MAAG, Yokosuka
MSTSO, Sasebo
Naval Air Station, Atsugi

Navy Exchange, NAS, Atsugi
Naval Overseas Air Cargo Terminal,
Tachikawa
Navy Housing Activity, Yokohama
Navy Branch Oceanographic Office,
Yokosuka
Naval Investigation Service Office,
Yokosuka
Naval Supply Depot Yokosuka
Navy Exchange Fleet Activity, Sasebo
Naval Courier Service Det, Atsugi
Naval Weather Service Environmental Det,
Atsugi
Officer in Charge Construction Far East,
Yokosuka
Ordnance Facility, Yokosuka
Ordnance Facility, Sasebo
Public Works Center, Yokosuka
PACOM Electronics Intelligence Center
Security Group Activity, Kamiseya
Ship Repair Facility, Yokosuka
Security Group Activity, Hakata
Service Group Squadron 3 MOBSUPUNDET C
Naval Science Technical Unit, Yokosuka
U. S. Naval Hospital, Yokosuka
U. S. Defense Comm. Agency Far East,
Yokosuka
Branch Commissary Store, NAS, Atsugi

Netherlands

CINCCENT, Brunssum
MSTSO, Rotterdam
MAAG, Hague

New Zealand

Communication Unit, Christ Church

Norway

Attache, Oslo
HQ, AF North, Oslo
MAAG, Oslo

Panama (including Canal Zone)

Communication Station, Balboa
Defense Comm. Agency, Panama Region
Location Navy Exchange, Galeta Island
MSTSO, Balboa
Naval Investigation Serv. Off., Fort Amador
Navy Branch Oceanographic Office, Rod-
man CZ
Navy Exchange, Naval Station, Rodman CZ
Naval Station, Rodman CZ
Security Group Activity, Galeta Island
Southern Command/COMFIFTEEN, Fort
Amador
U. S. South Command, Balboa

Peru

U. S. Military Group, Lima

Portugal

Attache, Lisbon
COMIBERLANT, Lisbon
MAAG, Lisbon

Puerto Rico

Lant Fleet Weapons Range, Roosevelt Roads
Antilles Defense Command, San Juan

Branch Navy Exchange, Fort Allen
Branch Commissary Store, Fort Allen
Branch Commissary Store, Sabana-Seca
Commissary Store, Roosevelt Roads
Commissary Store, San Juan
Communication Station, San Juan
COM Caribbean Sea Frontier, San Juan
Explosive Ordnance Disposal Det, San Juan
Fleet Air Photo Lab, Roosevelt Roads
Fleet Range Support Facility, Roosevelt Rds
HQ, 10th Naval District, San Juan
Location Navy Exchange, Sabana-Seca
MSTSO, San Juan
Naval Facility, Ramey Air Force Base
Naval Exchange, Roosevelt Roads
Naval Station, Roosevelt Roads
Navy Exchange, San Juan
Naval Station, San Juan
Naval Weather Service Environmental Det
Roosevelt Roads
Naval Courier Service Det, San Juan
Navy Investigation Service Off, San Juan
Security Group Dept. Comm. Sta. San Juan

Spain

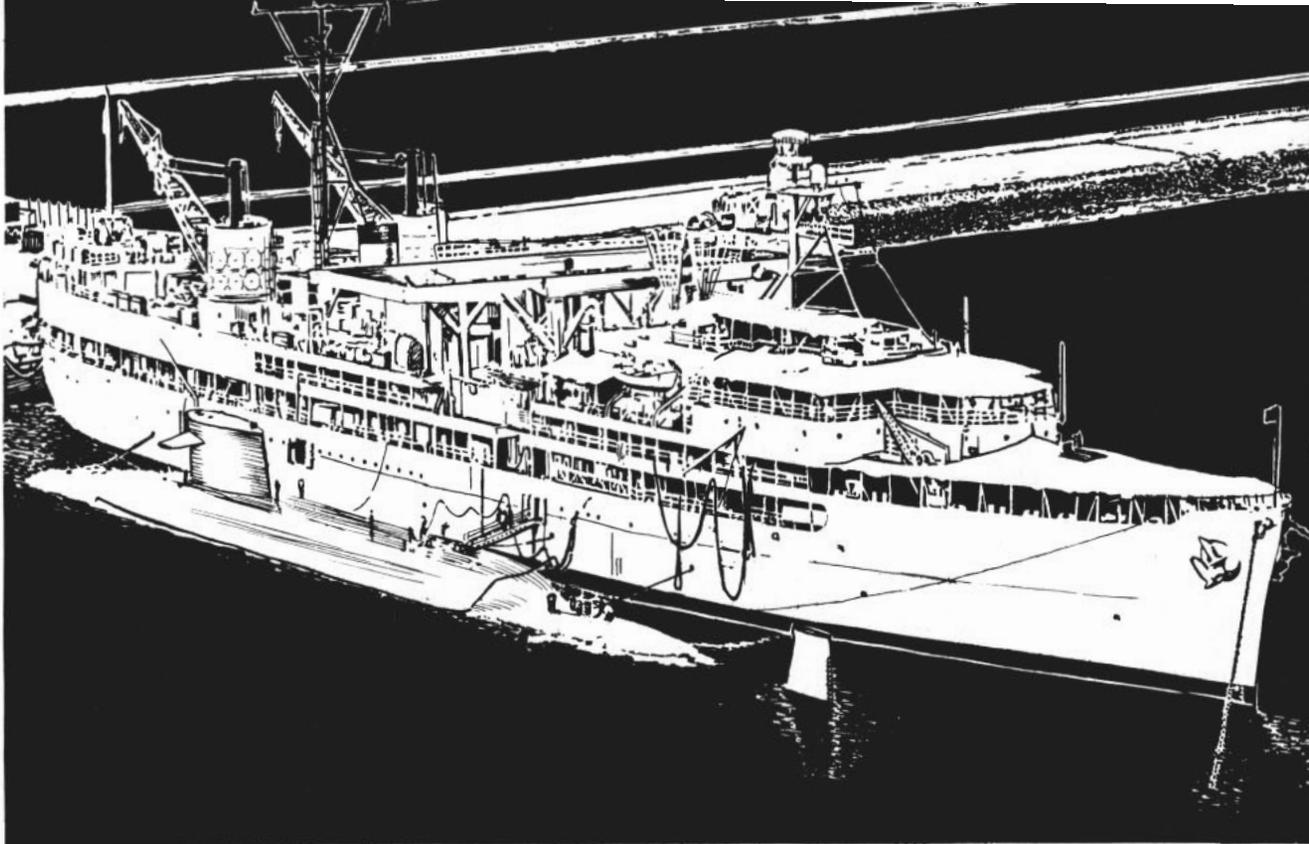
Attache, Madrid
Commissary Store, Rota
Communication Station, Rota
Defense Communication Agency, Madrid
Explosive Ordnance Disposal Det, Rota
Fleet Weather Center, Rota
JUSMG/MAAG, Madrid
MSTSO, Rota
Naval Activities Det, Madrid
Naval Fuel Depot, Rota
Naval Overseas Air Cargo Terminal, Rota
Navy Exchange, Rota
Naval Station, Rota
Naval Courier Service Det, Rota
Naval Station Rota, Madrid Det
Officer in Charge Construction, Madrid
Special Communications Division, Rota
Security Group Dept. Comm. Sta. Rota
VR 24 Det. Rota
Ocean Research Station, Algeciras
USNH, Rota

United Kingdom

Allied Radio Frequency Agency, London
Commissary Store, London
Communications Unit, London
CINCLANT Rep to Field Rep Europe, London
CINCEASTLANT, London
CINCUSNAVEUR/USCOMEASTLANT,
London
Defense Communication Agency UK Region
Fleet Weather Facility, London
FOCC NAVEUR, London
MSTSO, London
Naval Activity, London
Navy Exchange, London
Naval Air Facility, Mildenhall
Naval Investigation Service Off. London
Security Group Det, London

Uruguay

U. S. Military Group



Pacific Fleet

SubPac

Commander, Submarine Force, U. S. Pacific Fleet (PriHbr)
 Commander, Submarine Flotilla 1 (SDgo)
 Commander, Submarine Squadron 1 (PriHbr)
 Commander, Submarine Division 11 (PriHbr)
 Commander, Submarine Division 12 (PriHbr)
 Commander, Submarine Division 13 (PriHbr)
 Commander, Submarine Squadron 3 (SDgo)
 Commander, Submarine Division 31 (SDgo)
 Commander, Submarine Division 32 (SDgo)
 Commander, Submarine Division 33 (SDgo)
 Commander, Submarine Squadron 5 (SDgo)
 Commander, Submarine Division 51 (SDgo)
 Commander, Submarine Division 52 (SDgo)
 Commander, Submarine Division 53 (SDgo)
 Commander, Submarine Squadron 7 (PriHbr)
 Commander, Submarine Division 71 (PriHbr)
 Commander, Submarine Division 72 (PriHbr)

NEUTRAL TIME billets are normally filled from a waiting list, maintained by the Fleet EPDOs, of men on sea duty who have requested transfer to these preferred sea duty stations. Time served in such units does not count either as sea or shore duty; therefore, men transferring from preferred sea duty will have their SDCD (Sea Duty Commencement Dates) recomputed at the end of the tour by the Fleet EPDOs.

Certain rates and NECs which are exempt from the usual policy on neutral time billets are listed on page 34 in this issue.

Commander, Submarine Division 73 (PriHbr)
 Commander, Submarine Squadron 15 Rep. (PriHbr)
 Commander, Submarine Development Group 1 (SDgo)
 USS Sperry (AS 12) (SDgo)
 USS Nereus (AS 17) (SDgo)

CruDesPac

Commander, Reserve Destroyer Squadron 27 (SFran)
 Commander, Cruiser-Destroyer Pacific (Comp 1) (SDgo)

PhibPac

Naval Beach Group One (SDgo)
 Commander, Tactical Air Control Group One (SDgo)
 Commander, Phib Tra Pac (pref sea duty comp only) (SDgo)
 Landing Force Training Command, Pac (SDgo)

MinePac

Commander, First Fleet (SDgo)
 ** Fleet Training Group (SDgo)
 ** Fleet Training Group (PriHbr)
 ** Missile Training Unit Pac (SDgo)
 ** Fleet Training Group, WestPac
 Commander, Service Group One (SDgo)
 Fitting Out Supply Assisting Team, Pac (LBeach)
 USS Targeteer (YV 3) (SDgo)
 USS Marsh (DE 699) (LBeach)

These Preferred
Sea Activities
Are Considered

NEUTRAL TIME FOR ROTATION

USS Vammen (DE 644) (LBeach)
USS Whitehurst (DE 634) (Seattle)
USS Cormorant MSC 122 (LBeach)
USS Thrasher (MSC 203) (SFran)
USS Ruff (MSCO 54) (Seattle)

Atlantic Fleet

SubLant

Commander, Submarine Force, U. S. Atlantic Fleet (NorVa)
Commander, Submarine Flotilla 2 (NLdn)
Commander, Submarine Flotilla 6 (Chas SC)
Commander, Submarine Development Group Two (NLdn)
Commander, Submarine Squadron 2 (NLdn)
Commander, Submarine Squadron 8 (NLdn)
Commander, Submarine Squadron 10 (NLdn)
Commander, Submarine Squadron 18 (Chas SC)
Commander, Submarine Division 21 (NLdn)
Commander, Submarine Division 22 (NLdn)
Commander, Submarine Division 81 (NLdn)
Commander, Submarine Division 82 (NLdn)
Commander, Submarine Division 101 (NLdn)
Commander, Submarine Division 102 (NLdn)

Commander, Submarine Squadron 6 (NorVa)
Commander, Submarine Division 61 (NorVa)
Commander, Submarine Division 62 (NorVa)
Commander, Submarine Division 63 (NorVa)
Commander, Submarine Squadron 4 (Chas SC)
Commander, Submarine Division 41 (Chas SC)
Commander, Submarine Division 42 (Chas SC)
Commander, Submarine Squadron 12 (KWest)
Commander, Submarine Division 121 (KWest)
Commander, Submarine Division 122 (KWest)
USS Orion (AS 18) (NorVa)
USS Holland (AS 32) (NorVa)
USS Bushnell (AS 15) (Chas SC)
ARDM 2 (Chas SC)

CruDesLant

Commander, Destroyer Development Group Two (NWpt)
Commander, Destroyer Division 601 (KWest)
Commander, Reserve Destroyer Squadron 30 (YN billets only) (Phil)
Commander, Reserve Destroyer Squadron 34 (YN billets only) (Chas SC)
Commander, Cruiser-Destroyer Flotilla 4 (NorVa)
Commander, Cruiser-Destroyer Atlantic (Comp 1)
USS Sierra (AD 18) (NorVa)
USS Puget Sound (AD 38) (Newport)
USS J. Douglas Blackwood (DE 219) (Phil)
USS Tweedy (DE 532) (NOrleans)
USS DeLong (DE 684) (New York)
USS Coates (DE 685) (New Haven)
USS Mills (DER 383) (Balto)

PhibLant

Amphibious Maintenance Support Unit (NorVa)

MineLant

USS Bluebird (MSC 121) (Ft Lauderdale)
USS Falcon (MSC 190) (Newport)
USS Frigate Bird (MSC 191) (Portsmouth, N. H.)
USS Hummingbird (MSC 192) (Portland, Me.)
USS Jacana (MSC 193) (Fall River, Mass.)
USS Kingbird (MSC 194) (Penascola)
USS Limpkin (MSC 195) Perth Amboy, N. J.)
USS Meadowlark (MSC 196) (Perth Amboy, N. J.)
USS Parrot (MSC 197) (Atlantic City)
USS Shrike (MSC 201) (Wilmington, N. C.)

USS Thrush (MSC 204) (Miami)
Inshore Underseas Warfare Group Two (NorVa)
Commander, Mine Squadron Four (Chas SC)
Commander, Mine Squadron Eight (Chas SC)
Explosive Ordnance Disposal Unit Two (Support personnel only) (Chas SC)

NavAirLant

Fleet Composite Squadron Six (Support personnel only) (NorVa)
Fleet Composite Squadron Four (Det Cecil Field)
Fleet Squadron Two (Det Quonset Point)

ServLant

Commander, Service Squadron Two (NorVa)
Commander, Service Squadron Four (NorVa)
USS Cadmus (AR 14) (Newport)
USS Amphion (AR 13) (NorVa)
USS Vulcan (AR 5) (NorVa)

Miscellaneous, Atlantic

**Underway Training Unit (NorVa)
**Fleet Training Group (Chas SC)
**Missile Training Unit, Atlantic (Dam Neck, Va)
Test and Evaluation Det (Sea Comp) (NorVa)
HQ Fleet Marine Force, Atlantic Fleet (NorVa)
PCE 856 Whitehall (Cleveland)
PCER 853 Amherst (Detroit)
PCE 877 Havre (Great Lakes)
PCE 880 Ely (Sheboygan, Wis)
PCE 902 Portage (Milwaukee)
USS Prowess (IX 305) (Buffalo)
Fitting Out Supply Assisting Team Atlantic (NorVa)
Mobile Post Office No 2 (NorVa)
Test and Evaluation Det (Comp 1) (Key West)

BuPers Distribution Control

*Food Management Team (Newport)
*Food Management Team (NorVa)
*Food Management Team (Chas SC)
*Food Management Team (SDgo)
*Food Management Team (PriHbr)
*Food Management Team (LBeach)
*Fleet Assistance Group Pacific (SDgo)
*Fleet Assistance Group Atlantic (NorVa)

Notes

*Tour length is 36 months. Those activities not indicated by an asterick have a tour length of 24 months.
**Tour lengths are for 36 months for instructor personnel and 24 months for support personnel.

OVERSEAS DUTY

Which Counts as Shore Duty

	Pacific Americas Atlantic																				Others, Overseas										
	Europe																														
Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Japan	U. Kingdom	Germany	Italy	Spain	Bermuda	Panama	Puerto Rico		
0	1	0	1	0	1	0	0	0	0	1	8	2	0	4	0	0	5	1	0	0	0	2	0	0	0	0	0	1	0		
0	0	0	0	0	1	0	0	0	0	3	9	6	0	11	2	0	19	3	0	0	0	4	0	2	1	1	0	0	3		
2	5	3	5	8	23	4	6	1	4	26	52	24	0	14	12	0	95	20	1	3	0	37	2	3	4	11	3	4	32	1	
2	7	3	8	0	29	5	16	3	9	38	19	12	1	11	31	1	68	39	0	7	0	58	3	2	5	8	6	4	18	0	
1	5	3	10	2	17	5	3	0	0	25	25	17	0	15	31	0	121	33	0	0	0	64	0	2	9	12	7	3	42	0	
0	3	1	1	1	5	2	1	0	0	4	9	1	0	4	22	0	36	27	0	0	0	27	0	1	7	7	10	3	15	0	
0	0	0	0	0	0	5	0	0	0	0	1	8	0	3	0	0	9	0	0	0	0	14	0	0	0	0	0	0	1	0	
0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	4	0	0	0	0	1	0	0	0	0	0	0	1	0	
0	0	0	0	0	0	0	0	0	0	0	13	2	0	1	0	0	10	0	0	0	0	1	1	1	1	0	0	0	0	0	
1	2	1	1	1	10	3	3	1	2	6	15	8	0	3	9	1	25	7	0	5	0	8	3	0	3	2	0	0	4	1	
4	0	1	1	3	16	4	2	5	0	6	9	4	0	2	15	6	40	12	0	2	0	9	4	0	3	1	1	3	4	1	
0	0	0	4	1	4	0	0	0	0	7	22	1	0	2	12	0	24	5	1	0	0	5	5	0	3	0	0	0	5	0	
0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	9	3	0	0	0	8	1	0	0	1	0	5	1	0	
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	1	0	2	3	5	0	4	3	1	5	6	3	0	20	6	0	7	2	0	0	0	0	2	0	0	0	0	0	1	0	
5	5	0	0	7	4	3	7	4	3	8	7	3	0	1	10	0	15	2	0	3	1	3	0	0	0	0	0	1	0	0	
0	6	0	4	0	2	0	1	0	0	1	7	3	0	12	15	0	16	6	0	0	0	9	0	1	1	0	4	7	0		
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2	0	0	5	0	0	0	0	0	0	0	3	0	
0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	2	0	0	0	0	0	3	1	0	0	0	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	
0	2	0	0	0	3	0	3	0	0	1	18	4	0	1	3	0	42	3	0	0	0	2	1	2	2	1	0	0	2	0	
1	6	0	0	0	5	0	3	0	3	7	11	9	0	5	5	0	78	3	1	2	0	3	0	0	0	0	0	1	4	0	
0	4	0	7	1	8	1	3	0	0	11	12	0	1	8	8	1	42	8	0	1	0	5	0	1	0	0	2	4	2	0	
0	9	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	22	0	0	0	0	3	0	0	2	0	0	0	10	0	
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0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
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0	0	0	0	0	0	1	1	0	2	0	4	6	0	1	0	11	2	0	2	0	2	0	1	0	0	3	1	1	0		
0	0	0	0	0	1	4	1	0	4	0	8	12	0	1	0	13	5	0	0	0	0	6	0	1	0	7	0	5	0		
0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	0	0	1	0	4	6	1	0	4	1	1	2	0	0	0	12	4	0	0	0	0	6	0	0	0	0	15	2	11	0	
0	0	0	0	0	0	16	0	0	7	0	0	0	0	0	0	4	13	0	0	0	0	0	0	0	0	0	15	0	10	0	
0	0	0	0	0	0	6	0	0	4	0	0	0	0	0	0	2	8	0	0	0	0	0	0	0	0	15	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	4	2	0	0	0	3	0	0	1	0	0	1	0	1	0	
0	0	0	5	0	1	0	2	0	0	3	4	9	0	0	0	16	8	0	2	0	3	0	0	1	0	2	1	0	0	0	
3	0	1	8	0	1	0	0	0	0	5	2	24	0	1	0	32	6	0	0	0	7	0	0	0	3	2	0	2	0	0	
0	0	2	13	1	2	0	1	0	0	11	24	0	5	1	0	17	13	0	0	0	8	0	0	0	9	2	0	4	0	0	
0	0	0	13	0	0	0	0	0	0	3	24	0	0	0	0	12	18	0	0	0	12	0	0	0	7	3	0	4	0	0	
0	0	0	1	0	0	0	0	0	0	0	25	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	1	0	0	
0	0	0	0	1	1	0	2	0	0	3	4	1	0	0	0	14	0	0	0	0	3	0	0	1	0	0	0	4	0	0	
0	0	0	0	4	0	0	0	0	0	1	1	0	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	10	0	0	0	0	0	0	0	4	0	0	0	13	0	0	0	0	1	0	0	1	0	0	0	0	0	0	
0	0	0	0	14	0	0	0	0	0	0	0	9	0	0	0	16	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
0	0	0	0	11	0	0	0	0	0	0	0	10	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

BMCM
 BMCS
 BMC
 BM1
 BM2
 BM3
 BMSN/SA

 QMCM
 QMCS
 QMC
 QM1
 QM2
 QM3
 QMSN/SA

 SMCM
 SMCS
 SMC
 SM1
 SM2
 SM3
 SMSN/SA

 RDCM
 RDCS
 RDC
 RD1
 RD2
 RD3
 RDSN/SA

 STCM
 STCS
 STC
 ST1

 STS2
 STS3

 STG2
 STG3
 STGSN/SA

 TCMC
 TMCS
 TMC
 TM1
 TM2
 TM3
 TMSN/SA

 GCMC
 GMCS
 GMMC
 GMM1
 GMM2
 GMM3
 GMMSN/SA

 GMTCM

SHORE DUTY

Alphabetically by States

	Alabama	Arizona	Arkansas	California				Colorado	Connecticut	Delaware	Wash., D.C.	Florida				Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana		
				San Diego	San Francisco	Others 11 ND	Others 12 ND					Key West	Pensacola	Mayport	Others Fla.																			
DSC	0	0	0	22	1	1	30	0	0	0	6	0	0	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
DS1	0	0	0	28	2	1	41	0	1	0	13	0	0	0	14	13	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0		
DS2	0	0	0	40	4	3	24	0	0	0	14	0	0	0	2	11	24	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0		
DS3	0	0	0	24	4	0	0	0	0	0	12	0	0	0	7	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
DSSN/SA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PICM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
IMCS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
IMC	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
IM1	0	0	0	7	0	1	0	0	2	0	0	0	0	0	3	0	7	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0		
IM2	0	0	0	6	0	0	0	0	3	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0		
IM3	0	0	0	1	0	0	0	0	3	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0		
IMSN/SA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
OMCS	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
OMC	0	0	0	2	0	0	0	0	3	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
OM1	0	0	0	5	0	1	1	0	5	0	1	0	0	0	1	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0		
OM2	0	0	0	9	0	1	0	0	5	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
OM3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
OMSN/SA	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
RMC	0	0	0	11	0	0	4	0	0	0	16	1	1	0	1	0	4	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0		
RMCS	0	0	0	16	2	3	10	1	2	0	22	3	2	0	2	1	19	0	1	0	0	0	0	1	2	19	0	0	0	0	0	0		
RMC	4	3	6	116	5	22	47	4	14	1	75	9	6	2	14	4	83	0	11	1	3	5	2	8	7	59	10	7	2	5	2	2		
RM1	3	2	1	129	4	32	99	2	18	2	137	22	7	1	31	13	149	2	11	4	1	3	5	6	22	54	14	3	4	4	6	0		
RM2	1	0	0	97	5	44	126	2	8	5	137	45	19	4	35	11	212	1	12	2	2	1	0	5	33	27	14	7	7	4	0	4		
RM3	0	0	0	69	4	16	109	1	15	4	87	36	11	4	32	9	261	0	3	0	0	5	0	3	15	8	4	2	2	1	0	0		
RMSN/SA	0	0	0	34	4	3	74	0	6	0	28	8	33	0	29	5	105	0	0	0	0	0	0	12	5	2	0	0	0	0	0	0	0	
YNCM	0	0	0	5	1	0	1	0	0	0	19	0	1	0	2	0	5	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0		
YNCS	0	0	0	13	6	5	3	1	2	0	35	1	3	0	3	2	15	1	9	1	0	0	0	1	0	2	1	0	0	0	0	0		
YNC	3	0	1	56	11	20	22	3	8	0	233	12	13	1	25	5	62	1	24	2	2	2	2	7	1	29	9	3	3	5	4	0		
YN1	2	1	1	107	23	26	46	4	11	1	337	17	26	1	46	10	130	2	38	3	1	2	0	5	7	28	8	0	1	4	3	0		
YN2	1	2	1	152	32	42	46	7	13	0	337	27	35	2	56	14	199	3	37	1	0	0	2	5	8	28	2	1	1	11	3	0		
YN3	0	0	0	160	14	45	59	5	14	0	138	26	30	3	63	10	180	3	34	0	0	0	0	2	7	18	7	0	0	22	0	0		
YNSN/SA	1	0	0	84	1	32	43	0	6	0	28	8	33	0	29	5	24	3	26	0	0	0	0	1	35	0	0	0	0	0	0	0	0	
CYN3	0	0	0	64	5	22	48	0	0	3	81	6	4	5	27	8	53	0	1	0	0	0	0	4	13	12	7	0	1	7	0	0		
CYNSN/SA	0	0	0	59	4	17	49	0	0	4	68	14	6	0	23	6	75	0	1	0	0	0	0	2	1	21	6	0	0	4	0	0		
PNCM	0	0	0	11	1	1	1	0	0	0	2	0	0	0	1	0	0	0	5	0	0	0	0	0	3	0	0	0	0	0	0	0	0	
PNC	0	0	0	21	7	4	3	0	2	0	10	1	4	0	10	4	4	0	5	0	0	0	0	1	1	8	1	0	1	0	1	0	0	
PNC	3	0	1	63	20	14	17	1	1	0	37	6	12	1	20	4	11	0	25	2	2	0	2	3	1	33	6	3	3	5	2	0	0	
PN1	1	2	1	111	26	28	23	2	8	0	36	10	19	2	42	11	22	0	44	3	1	0	2	4	7	34	7	3	3	12	5	0		
PN2	1	2	1	134	17	37	39	3	10	0	34	11	19	4	57	11	18	1	41	1	2	0	0	2	3	46	5	2	0	9	5	0		
PN3	0	2	0	86	7	34	35	1	0	0	25	13	20	0	39	11	16	0	27	0	0	0	0	3	17	2	0	0	14	0	0	0		
PNSN/SA	0	0	0	48	1	14	23	0	0	0	4	13	17	0	33	6	4	0	12	0	0	0	0	1	3	17	0	0	0	11	0	0	0	
DPCM	0	0	0	4	0	0	0	0	0	0	9	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
DPCS	0	0	0	3	0	1	0	0	0	0	14	0	0	0	1	0	4	0	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	
DPC	0	0	0	23	1	4	1	1	2	0	94	0	1	0	6	0	32	0	5	2	0	0	0	0	14	0	0	0	0	0	0	0	0	
DPI	0	0	0	55	7	2	6	0	3	0	120	2	2	0	13	6	52	0	15	0	0	0	0	0	23	0	0	0	0	0	0	0	0	
DP2	0	0	0	53	7	2	4	4	5	0	129	2	4	0	10	2	71	0	21	0	0	0	0	0	44	0	0	0	0	0	0	0	0	
DP3	0	0	0	51	6	4	6	2	5	0	94	3	10	0	18	0	95	0	21	0	0	0	0	0	35	0	0	0	0	0	0	0	0	
DPSN/SA	0	0	0	25	1	5	3	2	0	0	120	0	3	0	5	0	78	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SKCM	0	0	0	5	1	4	3	0	0	0	9	1	0	0	3	1	6	0	4	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
SKCS	0	0	0	13	7	11	4	0	2	0	5	1	3	1	4	2	7	0	4	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0
SKC	2	0	0	42	10	23	16	1	7	0	24	2	7	2	20	10	29	1	16	3	2	2	1	4	3	14	10	2	4	4	1	0	0	
SK1	1	2	1	61	11	35	35	1	15	1	29	10	11	6	20	11	47	1	27	1	0	3	1	5	6	20	9	4	4	5	2	0	0	

OVERSEAS DUTY
Which Counts as Shore Duty

	Pacific Americas Atlantic Europe																				Others, Overseas											
	Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia		Wisconsin	Wyoming	Japan	U. Kingdom	Germany	Italy	Spain	Bermuda	Panama	Puerto Rico	
1	13	3	7	5	13	5	1	0	0	35	26	40	0	16	10	1	96	27	0	0	0	78	7	6	10	25	7	5	25	2	SK2	
0	5	0	0	0	0	0	0	0	0	2	5	13	12	0	9	5	0	65	5	0	0	101	8	4	11	10	3	5	13	0	SK3	
0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	DKCM	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	DKCS	
1	1	0	0	1	2	1	7	2	1	4	2	1	0	4	4	0	10	3	0	1	0	3	2	1	0	0	1	1	0	1	DKC	
0	2	2	2	2	3	0	7	0	0	3	7	3	0	5	2	0	17	5	0	0	0	8	1	0	3	5	1	0	3	1	DK1	
0	4	2	2	2	6	1	1	0	1	3	3	4	0	8	3	0	22	9	0	0	0	6	1	3	3	7	3	0	5	0	DK2	
0	1	2	1	0	5	0	0	0	0	5	4	7	0	3	2	0	12	4	0	0	0	8	2	0	0	4	0	0	4	0	DK3	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	DKSN/SA	
0	0	0	0	0	0	0	0	0	0	1	3	1	0	1	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	0	CSCM	
0	0	0	1	0	1	0	0	0	0	1	6	2	0	1	2	0	5	4	0	0	0	5	0	0	1	0	0	0	1	0	CSCS	
2	2	3	2	3	6	1	3	1	0	8	7	5	0	9	9	0	20	9	0	2	0	5	1	1	3	2	2	2	10	0	CSC	
3	6	6	6	2	14	3	3	2	1	14	23	10	0	17	15	0	52	18	0	2	0	15	0	1	11	6	2	5	17	0	CS1	
0	10	7	15	0	7	2	0	0	1	17	29	13	0	32	30	1	114	34	0	0	0	26	0	1	13	12	7	6	40	0	CS2	
0	12	5	2	0	12	3	0	0	2	10	35	21	0	33	9	5	109	38	0	0	0	17	0	1	8	12	3	4	19	0	CS3	
0	4	0	0	0	6	0	0	0	0	2	0	0	0	11	8	0	29	2	0	0	0	0	0	0	0	0	0	0	6	0	CSSN/SA	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	SHCM	
0	1	0	1	0	1	1	0	0	1	4	4	4	0	2	2	0	13	6	0	0	0	4	1	0	2	1	0	1	6	0	SHCS	
0	1	4	1	0	3	1	0	0	0	10	2	4	0	1	3	0	12	5	0	0	0	10	4	0	2	1	3	2	10	0	SHC	
1	2	6	4	0	5	2	2	0	0	3	11	4	0	7	8	0	22	16	1	0	0	8	2	1	3	3	3	2	16	0	SH1	
0	5	1	6	0	1	3	0	0	3	10	10	5	0	9	9	0	48	14	1	0	0	8	2	0	4	3	3	1	9	0	SH2	
0	0	0	0	1	0	1	0	0	0	0	1	2	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	4	0	SH3	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	SHSN/SA	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	JOCM	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	JOCS	
1	0	0	0	0	3	0	0	0	0	0	0	0	0	3	1	0	6	0	0	0	0	3	1	1	3	1	0	0	3	0	JOC	
0	0	0	0	0	3	0	0	0	0	1	1	1	0	1	2	0	7	2	0	0	0	9	1	0	1	0	0	0	2	0	JO1	
0	1	0	1	1	1	0	0	0	0	0	2	0	0	1	1	0	10	0	0	0	0	10	1	1	1	1	0	1	1	0	JO2	
0	0	0	0	0	0	0	1	0	0	0	2	0	0	3	2	0	14	0	0	0	0	13	0	0	0	1	0	2	3	0	JO3	
0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	JO3N/SA	
0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	1	0	0	1	0	PCCM		
0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	1	0	0	0	0	PCCS	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	5	2	0	2	0	0	0	2	0	PGC	
0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	7	2	0	0	10	2	0	10	1	1	0	4	0	PC1	
0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	19	4	1	5	1	0	0	5	0	PG2	
0	0	0	0	2	3	0	0	0	0	0	0	0	0	1	4	0	7	0	0	0	0	20	3	0	9	4	1	2	9	0	PG3	
0	9	0	0	0	1	0	0	0	0	0	0	0	0	0	6	0	2	0	0	0	0	8	1	1	6	0	0	1	0	PGSN/SA		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LICM	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LICS
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	LIC
0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	10	0	0	0	0	1	1	1	0	0	0	0	0	3	0	L11
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	12	0	0	0	0	1	3	0	0	0	0	0	0	0	0	L12
0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	22	0	0	0	0	1	2	0	0	0	0	0	0	0	0	L13
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1	0	0	0	0	0	0	0	0	L13N/SA
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	DMCM
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	DMCS
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	1	1	0	0	0	0	1	0	0	0	DMC
0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	10	1	0	0	0	0	0	1	0	0	DM1
0	0	0	1	2	0	0	0	0	0	0	3	2	0	0	0	0	21	0	0	0	0	2	2	2	2	1	0	0	1	0	0	DM2
0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	17	2	0	0	0	2	2	0	2	0	0	1	0	0	0	DM3
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	DM3N/SA

SHORE DUTY

Alphabetically by States

	California													Florida																			
	Alabama	Arizona	Arkansas	San Diego	San Francisco	Others 11 ND	Others 12 ND	Colorado	Connecticut	Delaware	Wash., D.C.	Key West	Pensacola	Mayport	Others Fla.	Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana	
IC3	0	0	0	6	1	0	0	0	6	0	2	1	0	0	3	4	10	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	
ICFN/FA	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SFC	0	0	0	80	2	8	5	0	16	0	7	3	4	3	11	1	14	2	23	3	0	0	0	2	1	1	6	0	3	0	6	0	
SF1	1	0	0	171	9	15	11	0	52	0	9	4	1	4	15	1	29	13	40	1	0	0	0	0	6	3	0	4	3	3	0	0	
SFM2	0	0	0	128	8	14	12	0	29	0	6	1	5	1	1	6	42	0	3	0	0	0	0	0	6	1	0	0	4	0	0	0	
SFM3	0	0	0	7	0	0	2	0	23	0	1	1	0	4	1	0	24	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
SFMFN/FA	0	0	0	0	0	0	0	0	7	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SFP2	0	1	0	69	10	12	8	0	21	1	5	1	7	0	1	7	23	3	3	0	0	0	0	0	0	5	0	0	0	0	1	0	
SFP3	0	0	0	0	0	4	1	0	9	0	0	0	0	2	2	0	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
SFPFN/FA	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
DCCM	0	0	0	8	2	0	1	0	0	0	1	0	1	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
DCCS	0	0	1	26	6	1	1	0	2	0	0	0	0	1	5	0	2	0	3	1	0	0	2	0	2	0	0	0	0	0	0	0	
DCC	0	1	0	47	16	7	4	1	5	0	7	0	0	3	3	0	3	0	3	0	0	0	0	0	1	1	4	1	0	1	0	0	
DC1	2	0	0	54	20	8	10	0	6	0	10	7	3	4	11	2	13	0	9	0	0	0	0	0	6	0	0	0	2	0	0	0	
DC2	0	0	0	69	17	5	19	0	7	0	9	5	1	3	10	3	10	0	11	1	0	0	0	0	10	2	0	0	0	5	1	0	
DC3	0	0	0	7	2	1	3	0	8	0	2	0	1	2	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
DCFN/FA	0	0	0	4	0	0	1	0	6	0	2	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PMC	0	0	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM1	0	0	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM2	0	0	0	3	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MLCM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MLCS	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MLC	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ML1	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ML2	0	0	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ML3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MLFN/FA	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
FN/FA	0	0	0	113	10	22	51	0	28	1	10	30	13	13	8	2	64	0	5	0	0	0	0	0	33	4	0	0	0	0	0	0	
CUCM	0	0	0	1	0	3	0	0	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	
EACS	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EAC	0	0	0	1	0	3	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	4	0	0	0	
EA1	0	0	0	2	0	6	3	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	0	
EA2	0	0	0	2	0	3	2	0	0	2	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	0	1	0	0	0	
EA3	0	0	0	0	0	2	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	
EACN/CA	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	
CECS	0	0	0	0	0	2	0	0	0	4	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CEC	0	0	2	1	0	10	2	0	0	4	1	0	0	1	0	0	0	1	1	1	0	0	1	0	1	2	1	0	4	2	0	0	
CE1	0	0	0	2	0	14	2	0	1	1	9	0	0	0	1	2	0	0	5	1	0	1	1	1	3	1	1	1	2	8	0	0	
CE2	0	0	0	2	0	12	4	0	1	0	13	3	0	0	5	4	1	0	5	0	0	2	0	2	5	0	4	1	1	1	0	0	
CE3	0	0	0	0	0	3	4	0	0	1	2	1	1	0	1	0	2	0	0	0	0	0	0	1	5	0	2	0	1	0	0	0	
CECN/CA	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	
EQCM	0	0	0	0	0	3	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	
EDCS	0	0	0	1	0	3	0	0	0	3	0	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E0C	0	0	0	5	0	29	4	0	0	5	1	0	0	2	2	2	0	3	0	0	0	0	0	0	1	1	0	0	0	5	0	0	0
E01	0	0	0	15	0	41	5	0	1	0	6	1	0	0	8	0	4	0	13	0	0	0	0	4	0	0	0	0	9	0	0	0	
E02	0	0	0	26	1	21	16	0	0	1	8	3	0	0	9	3	13	0	27	0	0	0	0	3	2	1	0	0	2	0	0	0	
E03	0	0	0	33	0	9	8	0	0	0	11	5	0	0	16	0	15	0	16	0	0	0	0	2	0	0	0	0	6	0	0	0	
E0CN/CA	0	0	0	0	0	9	4	0	0	0	2	3	0	2	3	1	0	0	0	0	0	0	0	4	2	0	0	0	8	0	0	0	

SHORE DUTY

Alphabetically by States

	California													Florida																					
	Alabama	Arizona	Arkansas	San Diego	San Francisco	Others 11 ND	Others 12 ND	Colorado	Connecticut	Delaware	Wash., D.C.	Key West	Pensacola	Mayport	Others Fla.	Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana			
AXCS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5	0	0	0	0	0	0			
AXC	0	0	0	4	0	2	4	0	0	0	3	4	0	0	2	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0			
AX1	0	0	0	11	0	7	7	0	0	0	0	13	0	0	4	0	2	0	0	0	0	0	0	2	17	0	1	0	0	0	0	0			
AX2	0	0	0	17	0	7	5	0	0	0	0	12	1	0	3	0	0	0	0	0	0	0	0	1	9	0	1	0	0	0	0	0			
AX3	0	0	0	12	0	5	5	0	0	0	0	17	2	0	3	0	1	0	0	0	0	0	0	3	19	0	0	3	0	0	0	0			
AXAN/AA	0	0	0	12	0	5	8	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0			
AWCM	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0			
AWCS	0	0	0	2	0	1	3	0	0	0	0	3	0	0	0	0	0	4	0	0	0	0	0	3	0	0	0	0	0	0	0	0			
AWC	0	0	0	17	0	8	18	0	0	0	2	13	0	0	3	1	0	2	0	2	0	2	1	2	10	2	2	2	2	0	0	0			
AW1	0	0	0	37	0	17	23	0	0	0	2	25	0	0	6	3	2	0	4	0	0	1	2	6	23	3	2	3	0	0	0	0			
AW2	0	0	0	52	0	25	29	0	0	0	3	47	0	0	10	2	3	0	5	0	0	2	2	3	22	4	1	3	0	0	0	0			
AW3	0	0	0	26	0	11	33	0	0	0	3	18	0	0	3	0	0	5	0	0	1	0	2	2	24	3	1	4	0	0	0	0			
AWAN/AA	0	0	0	0	0	1	5	0	0	0	0	7	0	0	1	0	0	1	0	0	0	0	1	3	10	1	1	1	0	0	0	0			
AQCM	0	0	0	0	0	0	2	0	0	0	0	0	1	0	6	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0		
AQCS	0	0	0	4	0	3	4	0	0	0	0	0	0	0	17	0	1	0	2	0	0	0	0	1	4	0	0	0	0	0	0	0	0		
AQC	0	1	0	16	0	20	26	1	0	0	0	4	0	1	49	4	7	0	1	0	0	0	0	3	11	3	2	0	0	0	0	0	0		
AQ1	1	1	0	45	1	55	55	0	0	0	0	13	6	1	87	4	13	0	7	1	1	0	0	4	29	0	1	0	0	0	2	0	0		
AQ2	0	2	0	61	0	65	81	0	0	0	1	12	9	1	64	11	22	0	0	0	0	0	0	4	22	0	0	0	0	0	0	0	0		
AQ3	0	1	0	68	0	62	97	0	0	0	0	17	10	2	88	15	18	0	0	0	0	0	0	4	29	0	0	0	0	0	0	0	0		
AQAN/AA	0	0	0	69	0	54	92	0	0	0	0	23	17	1	46	8	19	0	0	0	0	0	0	9	27	0	0	0	0	0	0	0	0		
AQCS	0	0	0	2	0	4	1	0	0	0	0	0	0	0	1	2	0	0	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0		
AQC	0	1	0	10	0	16	6	0	0	0	0	2	0	0	7	9	1	0	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0		
AQ1	0	1	0	24	0	41	17	0	0	0	0	4	1	0	19	19	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0		
AQB2	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0		
AQB3	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0		
AQBAN/AA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0		
AQF2	0	1	0	41	0	50	36	0	0	0	1	4	3	0	30	4	1	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0		
AQF3	0	0	0	50	0	51	43	0	0	0	0	2	3	0	41	8	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0		
AQFAN/AA	0	0	0	53	0	21	34	0	0	0	0	0	3	0	15	7	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0		
ACCM	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
ACCS	0	0	0	2	0	5	3	0	0	0	0	1	1	0	3	6	1	0	2	0	0	0	0	0	2	0	0	0	1	0	0	0	0		
ACC	0	0	0	9	0	15	5	1	0	0	2	6	10	1	21	34	4	0	2	0	0	3	0	3	5	6	3	3	0	5	0	0	0		
AC1	0	0	0	11	0	31	34	0	0	0	2	13	15	4	36	63	9	2	0	0	1	0	1	7	11	2	1	1	6	0	0	0	0		
AC2	0	0	0	17	0	36	36	0	0	0	0	14	23	3	49	32	12	0	4	0	2	0	2	11	14	3	2	0	8	0	0	0	0		
AC3	0	0	0	19	0	52	57	0	0	0	0	16	18	7	47	27	12	0	7	0	0	3	0	15	9	4	3	0	8	0	0	0	0		
ACAN/AA	0	0	0	0	0	14	9	0	0	0	0	3	16	2	23	13	0	0	0	0	0	0	0	4	0	0	0	0	13	0	0	0	0		
ABCM	0	0	0	0	0	2	0	0	0	0	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ABCS	0	0	0	3	0	0	1	0	0	0	1	0	5	0	3	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
ABEC	0	0	0	14	0	0	3	0	0	0	0	1	1	0	1	1	0	0	16	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	
ABE1	0	0	0	7	0	2	5	1	0	0	0	0	4	0	4	4	0	0	35	0	0	1	0	0	7	1	0	0	2	0	0	0	0	0	
ABE2	0	0	0	0	0	2	10	0	0	0	0	7	0	6	5	0	0	1	0	0	1	0	1	0	6	0	0	0	1	0	0	0	0	0	
ABE3	0	0	0	0	0	5	13	0	0	0	0	2	4	0	6	4	4	0	1	0	0	1	0	0	8	0	0	0	3	0	0	0	0	0	
ABEAN/AA	0	0	0	0	0	0	18	0	0	0	0	8	9	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ABFC	0	0	0	2	0	4	3	0	0	0	0	0	0	0	2	2	0	0	1	0	0	0	1	1	1	1	1	1	1	1	0	0	0	0	
ABF1	0	0	0	2	0	4	2	0	0	0	0	0	2	1	4	3	1	0	5	0	0	1	0	2	2	2	2	3	0	0	1	0	0	0	
ABF2	0	0	0	5	0	11	9	0	0	0	0	1	5	0	7	7	4	0	1	0	0	1	0	3	0	6	4	2	1	0	0	0	0	0	
ABF3	0	0	0	6	0	2	8	0	0	0	0	1	4	2	10	21	1	0	0	0	0	0	0	3	1	4	3	3	0	0	0	0	0	0	
ABFAN/AA	0	0	0	0	0	0	10	0	0	0	0	4	2	3	0	0	0	0	0	0	0	0	1	3	0	2	1	0	0	0	0	0	0	0	0
ABHC	0	0	0	15	1	7	9	0	0	0	2	2	5	1	8	2	1	0	6	0	1	1	0	3	2	2	1	1	1	1	0	0	0	0	
ABH1	0	0	0	22	0	16	21	1	0	0	3	5	11	3	11	3	7	0	5	0	0	3	0	4	1	4	3	6	4	5	0	0	0	0	
ABH2	0	0	0	19	0	16	16	0	0	0	4	3	20	0	15	4	1	0	3	0	0	3	0	4	2	8	4	5	2	7	0	0	0	0	

SHORE DUTY

Alphabetically by States

	Alabama	Arizona	Arkansas	California				Colorado	Connecticut	Delaware	Wash., D.C.	Florida				Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana
				San Diego	San Francisco	Others 11 ND	Others 12 ND					Key West	Pensacola	Mayport	Others Fla.																	
ABH3	0	0	0	14	0	12	14	0	0	0	5	13	31	0	18	4	4	0	0	0	0	3	0	0	1	4	3	6	0	3	0	0
ABHAN/AA	0	0	0	1	0	3	15	0	0	0	3	5	10	0	26	0	0	0	0	0	0	0	0	0	3	0	0	0	15	0	0	
AECS	0	0	0	4	0	4	5	0	0	0	0	0	1	0	22	1	2	0	1	0	0	0	0	0	11	0	0	0	0	0		
AEC	0	1	0	26	3	23	27	1	0	0	2	7	10	0	88	6	9	0	3	0	0	0	1	0	19	0	0	0	5	0	0	
AE1	1	3	1	59	2	58	66	0	0	0	11	22	45	0	168	39	20	0	5	0	0	1	1	6	45	1	0	0	16	1	0	
AE2	0	7	0	110	0	89	109	0	0	0	10	32	69	0	120	48	34	0	0	0	1	0	0	5	57	0	0	0	27	0	0	
AE3	0	4	0	109	0	100	121	0	0	0	21	45	77	1	115	61	25	0	0	0	0	0	0	9	41	5	1	2	44	0	0	
AEAN/AA	0	3	0	92	0	54	88	0	0	0	11	18	67	0	95	29	22	0	0	0	0	0	0	6	45	0	0	0	28	0	0	
AMCS	0	0	0	8	0	5	9	0	0	0	0	3	9	1	15	3	1	0	0	0	0	0	0	0	13	0	0	0	2	0	0	
AMSC	1	1	0	25	1	20	22	0	0	0	1	4	19	0	27	7	11	0	4	0	0	0	2	0	4	14	2	0	1	6	0	0
AMS1	0	2	0	46	1	46	71	0	0	0	11	16	51	0	69	31	14	0	1	0	0	0	5	31	1	0	0	19	3	0	0	
AMS2	0	10	0	78	0	58	99	0	0	0	9	18	86	1	80	36	23	0	0	0	1	0	0	7	35	0	0	0	34	0	0	
AMS3	0	6	0	98	0	74	114	0	0	0	25	27	101	0	126	52	26	0	0	0	1	0	0	6	42	1	1	1	57	0	0	
AMSAN/AA	0	4	0	78	0	52	80	0	0	0	12	17	67	2	136	34	19	0	0	0	0	0	5	55	0	0	0	62	0	0		
AMHC	1	0	0	21	1	20	22	0	0	0	0	4	12	0	14	6	6	0	1	0	0	0	0	1	11	2	3	0	6	0	0	
AMH1	0	2	0	44	1	38	54	2	0	0	8	15	35	0	44	26	16	0	1	0	0	0	2	27	0	2	1	12	0	0		
AMH2	0	2	0	76	0	57	74	0	0	0	7	15	59	1	55	28	13	0	0	0	0	0	4	29	0	0	0	23	0	0		
AMH3	0	2	0	92	0	68	94	0	0	0	10	17	43	0	83	47	18	0	0	0	0	0	4	37	0	1	1	38	0	0		
AMHAN/AA	0	0	0	63	0	36	68	0	0	0	5	11	32	2	70	21	16	0	0	0	0	0	5	31	0	0	0	34	0	0		
AMEC	0	0	0	8	0	4	6	0	0	0	0	1	0	0	6	3	0	0	1	0	0	0	0	0	6	0	0	0	2	1	0	
AME1	0	1	0	24	1	15	24	0	0	0	2	0	9	0	17	8	2	0	3	0	0	0	0	4	9	0	0	0	12	0	0	
AME2	0	1	0	39	0	26	38	0	0	0	3	6	19	0	26	17	5	0	0	0	1	0	0	3	10	0	0	0	17	0	0	
AME3	0	3	0	57	0	30	56	0	0	0	2	7	19	0	33	22	3	0	0	0	0	0	2	17	0	0	0	27	0	0		
AMEAN/AA	0	0	0	38	0	12	36	0	0	0	1	6	9	0	20	9	3	0	0	0	0	0	1	14	0	0	0	23	0	0		
PRCM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
PRCS	0	0	0	1	0	3	0	0	0	0	0	0	1	0	3	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	
PRC	1	0	0	5	0	9	7	0	0	0	1	2	8	0	6	3	4	0	0	0	0	0	0	2	1	0	0	0	2	1	0	
PR1	0	1	0	26	0	17	19	0	0	0	2	4	24	0	15	8	4	0	1	0	0	0	0	3	6	0	0	1	3	0	0	
PR2	0	1	0	37	0	23	24	0	0	0	4	5	28	1	28	9	5	0	1	0	0	0	0	5	14	0	0	0	7	0	0	
PR3	0	2	0	45	0	34	31	0	0	0	6	9	32	0	28	13	8	0	0	0	0	0	2	11	0	0	0	11	0	0		
PRAN/AA	0	1	0	28	0	9	26	0	0	0	3	3	11	0	20	8	2	0	0	0	0	0	5	8	0	0	0	15	0	0		
AGCM	0	0	0	0	0	0	1	0	0	0	3	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	
AGCS	0	0	0	1	0	1	2	0	0	0	2	0	1	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	
AGC	0	0	0	5	2	9	13	0	0	0	5	2	4	1	7	4	9	0	1	0	0	1	1	1	9	1	1	1	1	0	0	
AG1	0	0	0	3	0	13	25	0	0	0	10	3	5	2	11	8	13	0	4	0	1	2	1	3	3	14	3	2	1	2	0	0
AG2	0	0	0	5	0	15	39	0	0	0	13	3	10	1	10	7	23	0	3	0	0	2	0	3	4	14	2	1	1	3	0	0
AG3	0	0	0	7	0	18	49	0	0	0	14	2	3	2	15	11	30	0	5	0	0	3	0	3	7	9	3	2	2	0	0	
AGAN/AA	0	0	0	0	0	2	0	0	0	0	0	2	12	2	3	5	0	0	0	0	1	0	1	0	3	1	0	1	3	0	0	
TDCM	0	0	0	2	1	0	0	0	1	0	0	1	1	0	2	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
TDGS	0	0	0	6	1	0	1	0	0	0	1	0	0	0	7	4	2	0	1	0	0	0	0	1	0	0	0	0	1	0	0	
TDc	0	0	0	21	0	2	12	0	4	0	3	6	4	0	13	9	2	0	2	0	1	0	0	3	7	0	0	0	1	0	0	
TD1	0	0	0	21	0	3	9	0	13	0	2	11	9	1	35	20	11	0	5	0	0	0	0	7	16	0	0	0	1	0	0	
TD2	0	0	0	33	0	2	13	0	3	0	5	17	15	0	58	28	6	0	3	0	0	0	0	7	15	0	0	0	5	0	0	
TD3	0	0	0	24	5	2	6	0	3	0	4	21	18	1	70	39	4	0	0	0	0	0	0	11	27	0	0	0	8	0	0	
TDAN/AA	0	0	0	26	0	3	7	0	4	0	1	0	5	0	33	24	2	0	0	0	0	0	0	0	0	0	0	0	14	0	0	
AKCM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
AKCS	0	0	0	2	0	2	3	0	0	0	2	1	1	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
AKC	0	1	0	16	1	21	14	1	0	0	2	3	14	0	14	7	5	0	0	0	0	0	2	3	5	0	0	0	3	0	0	
AK1	0	5	0	41	0	22	21	0	0	0	6	10	21	0	25	13	10	0	1	0	0	0	0	6	7	0	0	1	6	2	0	0
AK2	0	6	0	52	0	35	31	0	0	0	11	17	30	1	40	16	13	0	0	0	0	0	0	11	27	0	0	0	14	0	0	
AK3	0	6	0	60	0	45	37	0	0	0	9	18	37	0	35	21	17	0	0	0	0	0	6	21	0	0	0	12	0	0	0	
AKAN/AA	0	5	0	26	0	18	23	0	0	0	2	7	63	0	14	2	13	0	0	0	0	0	5	5	0	0	0	15	0	0	0	

SHORE DUTY

Alphabetically by States

	Alabama	Arizona	Arkansas	California				Colorado	Connecticut	Delaware	Wash., D.C.	Florida			Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana		
				San Diego	San Francisco	Others 11 ND	Others 12 ND					Key West	Pensacola	Mayport																		Others Fla.	
AZCM	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
AZCS	0	0	0	2	0	0	1	0	0	0	0	0	2	0	3	1	1	0	1	0	0	0	0	0	3	0	0	0	0	0			
AZC	0	0	0	7	0	6	5	0	0	0	3	3	16	0	16	3	3	0	0	0	0	0	0	3	2	0	0	0	0				
AZ1	0	1	0	26	0	18	23	0	0	4	7	23	0	26	10	7	0	0	0	0	0	0	3	9	0	0	0	6	0				
AZ2	0	2	0	27	0	25	21	0	0	6	6	24	1	27	8	6	0	1	0	0	0	0	0	14	0	0	0	8	0				
AZ3	0	0	0	32	0	21	32	0	0	10	10	32	0	42	15	11	0	0	0	0	0	0	5	9	0	0	0	11	0				
AZAN/AA	0	0	0	38	0	29	34	0	0	1	8	33	0	23	5	8	0	0	0	0	0	0	0	5	0	0	0	18	0				
ASCM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
ASCS	0	1	0	1	0	0	1	0	0	0	0	1	1	0	1	1	0	1	0	0	0	0	0	3	0	0	0	0	0				
ASC	0	0	0	1	0	5	6	0	0	1	1	3	0	6	4	1	0	2	0	0	1	0	1	2	1	1	1	1	0				
AS1	0	1	0	15	0	11	21	0	0	2	5	7	0	14	8	6	0	0	0	0	0	0	4	7	0	0	0	1	0				
ASE2	0	1	0	6	0	8	9	0	0	3	4	6	0	5	2	2	0	0	0	0	0	0	1	2	1	0	0	1	0				
ASE3	0	0	0	11	0	6	13	0	0	2	3	5	0	4	4	2	0	1	0	0	0	0	6	0	0	0	0	1	0				
ASEAN/AA	0	0	0	0	0	4	2	0	0	2	8	4	0	1	3	0	0	0	0	0	0	0	4	0	0	0	0	0	0				
ASH2	0	1	0	8	0	13	9	0	0	2	2	6	1	3	8	4	0	1	0	0	0	0	0	1	0	0	0	1	0				
ASH3	0	0	0	10	0	6	10	0	0	1	1	6	0	7	5	1	0	0	0	0	0	0	0	2	0	0	0	1	0				
ASHAN/AA	0	0	0	2	0	8	3	0	0	1	1	3	0	2	3	4	0	0	0	0	0	0	2	0	0	0	0	0	0				
ASM2	0	1	0	10	0	13	14	0	0	2	4	4	0	13	6	5	0	0	0	1	0	0	4	7	1	0	1	1	0				
ASM3	0	4	0	10	0	7	14	0	0	2	3	11	0	17	6	0	0	0	0	0	0	0	1	5	0	0	0	1	0				
ASMAN/AA	0	2	0	0	0	7	19	0	0	1	1	3	0	8	4	0	0	0	0	0	0	0	2	5	0	0	0	4	0				
PHCM	0	0	0	1	0	2	0	0	0	2	0	5	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0				
PHCS	0	0	0	1	0	3	1	0	0	4	1	6	0	1	0	2	0	1	0	0	0	0	0	2	0	0	0	0	0				
PHC	0	0	0	12	0	5	2	0	2	21	2	23	0	7	7	5	0	2	0	0	0	0	1	3	3	0	1	2	0				
PH1	0	0	0	15	2	26	6	0	1	62	7	43	1	11	13	13	0	1	2	0	0	0	1	5	0	0	0	1	1				
PH2	0	0	0	19	0	29	12	0	1	84	11	17	0	21	19	33	0	1	1	0	0	0	1	3	12	0	0	0	1	0			
PH3	0	0	0	13	1	31	15	0	3	103	12	12	1	21	18	34	0	0	0	0	0	0	23	1	1	0	3	0	0				
PHAN/AA	0	0	0	8	0	15	3	0	0	11	3	3	1	13	5	2	0	0	0	0	0	0	4	3	0	0	0	2	0				
PTCM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0				
PTCS	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0				
PTC	0	0	0	0	0	0	1	2	0	12	0	0	0	4	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0				
PT1	0	0	0	0	0	1	3	3	0	13	0	1	0	7	4	17	0	1	0	0	0	0	0	2	0	0	1	0	0				
PT2	0	0	0	1	0	1	3	2	0	14	1	0	0	12	5	22	0	0	0	1	0	1	0	0	1	0	1	0	0				
PT3	0	0	0	2	0	0	2	3	0	10	0	0	0	4	4	22	0	0	0	0	0	0	0	0	0	0	0	0	0				
PTAN/AA	0	0	0	2	0	0	1	0	0	0	0	0	0	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0				
AN/AA	0	2	0	419	0	316	426	0	0	83	135	715	13	767	203	154	0	3	0	0	2	0	0	25	275	2	2	0	237	0	0		
HMCM	0	0	0	17	1	5	3	0	2	0	26	2	4	0	4	1	7	0	11	0	0	0	0	2	2	0	0	0	0	0			
HMCS	0	0	0	38	4	18	10	1	3	0	34	4	8	0	11	4	9	0	20	0	0	0	2	0	8	3	0	0	1	2	0		
HMC	1	4	2	93	31	52	58	2	23	1	148	8	20	1	34	29	25	2	53	8	5	1	3	30	5	27	14	9	2	1	44	2	
HM1	5	14	1	166	46	145	108	1	21	1	217	21	37	6	94	39	62	2	105	3	3	3	2	12	8	43	36	8	3	12	19	0	
HM2	4	16	0	206	19	205	128	1	25	0	236	29	65	7	97	28	72	4	99	4	0	1	3	9	54	51	5	4	16	5	0		
HM3	0	19	0	267	14	284	182	2	21	0	264	40	94	9	122	35	66	0	161	4	0	2	1	2	8	87	101	2	9	9	1	0	
HN/HA	0	6	0	551	13	408	399	0	45	0	352	55	150	9	312	61	46	0	403	3	0	1	0	3	11	111	162	0	3	13	0	0	
DTCM	0	0	0	5	0	1	0	0	0	4	0	0	0	0	0	3	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
DTCS	0	0	0	11	0	2	2	0	1	0	3	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	
DTC	0	0	0	19	4	10	5	0	3	0	16	1	3	1	6	2	7	0	9	0	0	0	1	0	4	1	0	0	1	0	0	0	
DT1	0	1	0	42	2	25	14	0	3	0	22	3	7	2	11	3	12	0	13	0	0	0	1	1	8	5	0	0	1	0	0	0	
DT2	0	1	0	52	4	36	17	0	7	0	34	4	4	1	26	4	14	0	17	0	0	1	0	1	2	15	4	0	1	4	0	0	
DT3	0	1	0	73	3	34	22	0	6	0	59	5	13	2	33	6	21	0	29	0	0	0	1	3	16	6	0	0	0	0	0	0	
DN/DA	0	2	0	107	12	89	37	0	7	0	57	6	20	4	33	7	13	0	80	0	0	1	0	2	3	21	9	0	1	4	0	0	
SDCM	0	0	0	6	2	1	0	0	0	4	0	1	0	1	1	2	0	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
SDCS	0	0	0	1	0	1	2	0	1	0	2	1	2	0	3	1	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0
SDC	0	0	0	22	2	7	8	0	2	0	44	1	16	1	7	5	11	0	4	0	0	0	1	1	10	2	0	0	0	2	0	0	0
SD1	0	0	0	38	7	16	21	0	3	0	41	9	29	1	15	9	25	0	8	1	0	0	2	4	20	4	2	1	5	0	0	0	
SD2	0	0	0	35	5	23	27	0	2	1	63	13	53	1	24	21	33	0	7	2	0	0	1	0	25	4	1	0	8	0	0	0	
SD3	0	0	0	51	17	31	27	0	3	0	33	20	65	2	35	21	46	0	11	2	0	2	0	3	2	40	5	4	2	9	0	0	
TN/TA	0	0	0	140	22	51	106	0	37	1	57	43	218	4	85	101	104	0	46	3	0	5	0	6	9	327	13	5	4	38	0	0	



TOUR LENGTHS IN CONUS

Following are the normal tour lengths for shore duty in the Continental U.S., in months, for PO1s and below. (For assignment of CPOs and length of CPO tours, see the September 1969 issue of ALL HANDS, page 54.)

All tour lengths in this list are effective for men who began, or will begin, a tour of shore duty in 1968 or later. Some men whose shore duty began before 1968 will have different tour lengths.

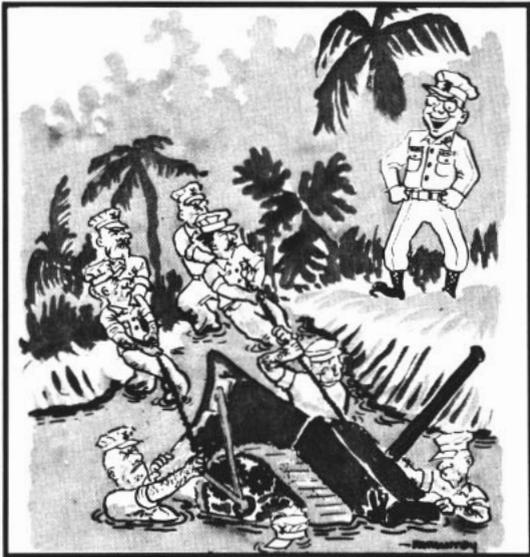
And, of course, tour lengths must be changed if the needs of the service so dictate.

BM1	24	GMT1	36	CYN3/CYNSN	36	ADJ1	42
BM2	24	GMT2	36	PN1	36	ADJ2	46
BM3/BMSM	24	GMT3/GMTSN	24	PN2	36	ADJ3/ADJAN	46
QM1	24	FT1	24	PN3/PNSN	36	AT1	46
QM2	24	FT2	24	SK1	24	ATR2	39
QM3/QMSN	24	FT3/FTSN	24	SK2	24	ATR3/ATRAN	27
SM1	24	MT1	36	SK3/SKSN	24	ATN2	36
SM2	24	MT2	24	DK1	36	ATN3/ATNAN	27
SM3/SMSN	24	MT3/MTSN	24	DK2	24	AX1	36
RD1	24	ET1	30	DK3/DKSN	24	AX2	30
RD2	24	ET2	24	CS1	24	AX3/AXAN	24
RD3/RDSN	24	ET3/ETSN	24	CS2	24	AO1	31
ST1	24	DS1	36	CS3/CSSN	24	AO2	24
ST2	24	DS2	36	SH1	24	AO3/AOAN	30
ST3/STSN	24	DS3/DSSN	36	SH2	24	AB1	24
TM1	24	IM1	24	SH3/SHSN	24	AB2	24
TM2	24	IM2	24	JO1	48	AB3/ABAN	24
TM3/TMSN	24	IM3/IMSN	24	JO2	48	AE1	42
MN1	42	OM1	24	JO3/JOSN	36	AE2	45
MN2	36	OM2	24	PC1	24	AE3/AEAN	37
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						AZ3/AZAN	52
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						DT1	48
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						DT3	36
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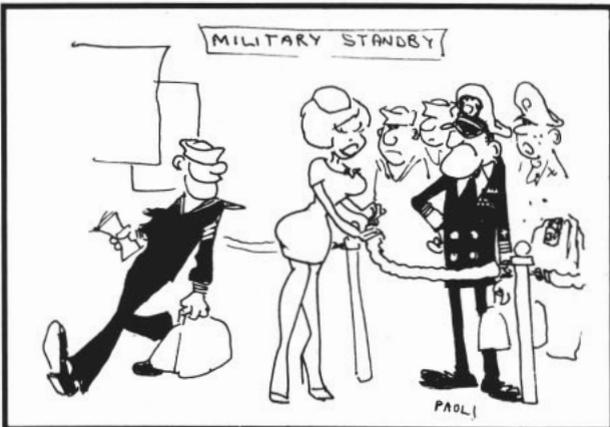
"Boats tend to get carried away during sea detail . . ."

LCDR Melville C. Murray, USN



"C'mon, men! Show me that can-do spirit . . ."

IC1 Jeremlah Paoli, USN



"Sorry, Sir, just room for one . . ."

CTC Ernest Mawn, Jr., USN



HM1 George Brines, USN



"Say, that IS fragile . . ."

TAFFRAIL TALK

YOU CAN'T STRIKE for jack-o'-the dust, bayman or captain of the top any more.

A hundred years ago, you might have. Now you take the exam for storekeeper, hospital corpsman or boatswain's mate — direct descendants of those three older specialties.

Through nearly two centuries of development, the Navy's ships and weapons have come a long way, and so have the jobs of the men on board.

For instance, in the sailing Navy, the purser had a lot to do with the purse strings.

He was responsible for supplying the ship with provisions and for selling clothing and small stores to the crew. In effect he ran and operated a ship's store as a business.

(His income was sometimes higher than the captain's.)

The purser's assistant was officially called a "purser's steward." But he was commonly known as Jack of the bread room, which later became "Jack-o'-the-dust" — probably in recognition of his work in dusty holds and storerooms.

The corpsman, like medicine in general, has made considerable progress in 200 years. On board USS *Constitution*, the boys who assisted the surgeon's mate were called "loblolly boys." (Both the thick gruel and the medicine they served to patients were known as "loblolly.")

In later years, they were variously known as surgeon's stewards, apothecaries, baymen (probably referring to sick bay), hospital stewards, and pharmacist's mates.

Of course, the man with the longest and saltiest tradition behind him is the sailor who knows everything there is to know about seamanship — the boatswain's mate.

The old warrant bos'n was one of the most important men aboard a sailing ship. His pipe, predecessor of the IMC, could be heard from the top of the tallest mast to the bottom of the deepest hold.

Among his subordinates were the sailmaker, a ropemaker, and the cockswain (later spelled *coxswain*), who was in charge of the cock boat, the largest boat on board.

There were also "captains" of the various masts — the mizzen-top, the foretop, and so on.

Space only permits us to mention a few other ancient and not so ancient oldies: the lamp cleaner, schoolmaster, telegrapher, airship rigger, and aviation carpenter's mate.

The prize for the most unusual name must belong to an ancestor of the modern fireman. From 1893 to 1917, he was called a coal passer; before that a "coal heaver."

The electronic, nucleonic, supersonic Navy has come a long way since those distant days. Nothing illustrates the fact more graphically than a rundown on some of the modern ratings of the enlisted Navyman. For example: data systems technician, precision instrumentman, photographic intelligenceman, aviation structural mechanic, missile technician, data processing technician, avionics technician, interior communications technician, and aviation support equipment technician.

To say nothing of that continuously vital shipboard sailor — the boatswain's mate.

The All Hands Staff

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Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

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• **AT RIGHT: SERVICE TIME**—The church pennant waves over the Stars and Stripes as a helicopter comes in for a landing aboard a carrier during operations at sea.



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Anniversary

50



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